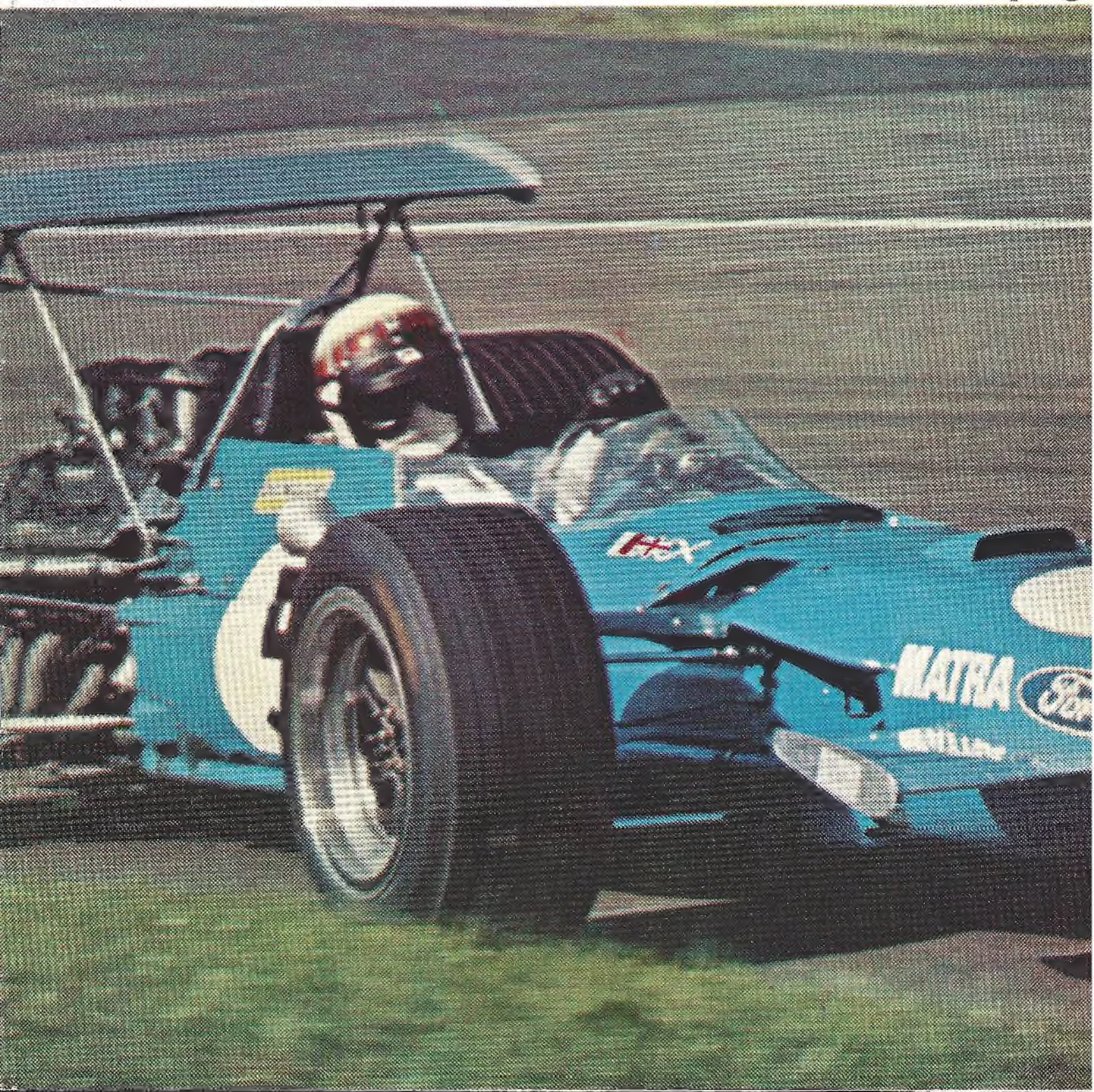


March 7 1969 2/6

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Stewart wins SA GP—Amon interviewed—Club rallying



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper March 7 1969 Volume 38 Number 10

editorial

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GRANDS PRIX AND FLEET STREET

THE man who a lot of people thought would win the 1968 World Championship, Jackie Stewart, started off the 1969 Grand Prix season the right way last Saturday by leading the South African Grand Prix from start to finish in one of last year's Ken Tyrrell Matra-Fords. The new 1969 Matra, the MS80, was at the circuit and was tried in practice, but was not used in the race.

It was no surprise that Ford V8 engines ruled the roost—in fact their latest protagonist, Jack Brabham, was a form-upsetting pole position winner—but Ferrari's latest V12 engine obviously gives a lot of power and, when it is reliable, will be a formidable challenger. The single 48-valve BRM engine failed in practice, but showed when it was going right that it has plenty of untapped potential.

The fastest five cars in practice were covered by no more than half a second, and although only the slowest of these did not use a Ford engine, they were five different *marques*: Brabham, Lotus, McLaren, Matra and Ferrari. Obviously it's going to be an exciting year in Formula 1, so may we once again plead for better newspaper coverage of important motor racing events? This opening Formula 1 race of the World Championship season received national coverage in this country that was generally pathetically inadequate, and frequently inaccurate. One well-known motoring correspondent complained that his paper would have given him more space had he been covering a Badminton tournament.

Sport or big business, international motor racing is of interest to hundreds of thousands of people, and these people are being let down by their daily papers. There are a few exceptions to this, but regrettably few. Ford are doing much for Formula 1 and getting very little return in Fleet Street for their efforts; yet they receive enough space for coverage of their strike problems! It is time that newspapers replaced this widespread lack of interest with an acceptance of the importance of international motor racing from the angles not only of sport but also of industrial and international prestige, and of plain reader interest.

our cover picture

Jackie Stewart, who drove the 1968 Matra-Ford MS10 to his fifth Formula 1 win for the Ken Tyrrell organisation at the opening round of the 1969 World Championship, the South African Grand Prix at Kyalami last Saturday, thus has a three-point lead in the World Championship Stakes.

Photo: Peter Burn.

pit & paddock

Le Mans entries published Elford in Crabbe's F1 Cooper F5000 Tecno?

A classic 24 Hours?

This week the Le Mans organisers have published their list of acceptances for the 24 Hours next June, and as always there are one or two surprises. In fact this year's race could mark the return of Le Mans to its position as the foremost classic long-distance race, for the entry is a formidable one.

There are 3-litre prototypes in quantity from Ferrari, Porsche, Alfa Romeo, Matra and Alpine, plus a lone Abarth, and opposing them in Group 4 are three works Lola T70s (plus one reserve), GT40s from JW Automotive and Alan Mann, and John Woolfe's McLaren, for whom Bruce McLaren is one of the nominated drivers. There are also two Group 4 Ferraris of 4.4-litre capacity entered by Chinetti's North American Racing Team. David Piper's Porsche plans (*Pit and Paddock* last week) have been superseded, for now he will drive one of the works V12 Matra prototypes.

Among the unexpected names on the driver list are Piers Courage and John Love, while among the British entries in the smaller classes are a 2-litre V8 Piper prototype (with a 1300 as a reserve), the 2-litre Healey-Climax that ran last year, the JCB Chevron-BMW for Pete Brown and Roger Enever, a works Unipower, and the new Nomad-BRM 2, which is regrettably a reserve. The full list is published on page 5.

Antique Automobiles F1

Another privateer is to join the Formula 1 circus. Colin Crabbe, car-owner extraordinary, historic racing car competitor and director of Antique Automobiles of Baston, near Peterborough, has bought the Cooper-Maserati Type 86—the final development of the Maserati-powered F1 car—and is refurbishing it for a full season. Power output is expected to be around 380 bhp, so this two-year-old car will not be tremendously competitive, but Crabbe has engaged the services of Vic Elford to drive the car. Vic, of course, finished

fourth in his first-ever Formula 1 race, last year's French Grand Prix, driving a Cooper. The car's first appearance will be at the *Daily Express* Silverstone meeting on March 30, and entries under the Antique Automobiles banner are being sought for all Grands Prix except the Spanish.

European Touring Car Challenge

The 1969 European touring car championship will again comprise 11 rounds—10 races and a hillclimb—and will be divided into three class sections; the winners of each category will receive a trophy in memory of Herr Will Stenger, the founder of the championship, who died last October. In events of less than four hours, it will now be necessary for competitors to cover 90 per cent or more of the distance covered by their class winner if they are to qualify for points, while this is reduced to 70 per cent for races of over four hours duration. The hillclimb round of the championship will be at Marchairuz on October 5, and the Monza Four Hours on March 23 opens the series. The British round is the two-day Brands Hatch meeting on June 21/22.

Tecno plans for F5000 and G6

Tecno, although they have definitely abandoned their F1 plans, have not shelved their possible FA/5000 venture. An F1/5000-type chassis has been built up and will probably be completed in the near future, when suitable uprights have been cast and suspension components fabricated. These will probably be of similar, if not identical, size to the ones which the firm will need for their 3-litre Ford DFV-powered G6 car and so they should materialise soon.

Lawrence's V8 saloon

The prototypes that Chris Lawrence has produced for the Compagnie Française de Produits Métallurgiques are nearing the produc-

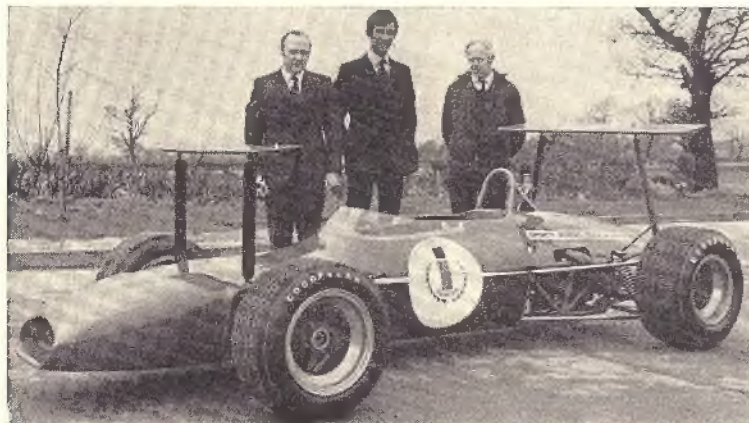


At the Carreras F5000 reception in Manchester last week Tim Schenken (centre) was presented with his cheque for winning the Guards Formula Ford Championship last year by Carreras Divisional Director Philip Wilson (right). To Rodney Bloor, thrusting his cheque Napoleon-like into his pocket, went a £1500 cheque for Guards sponsorship of the Sports Motors F3 Brabham that Tim will drive this year.

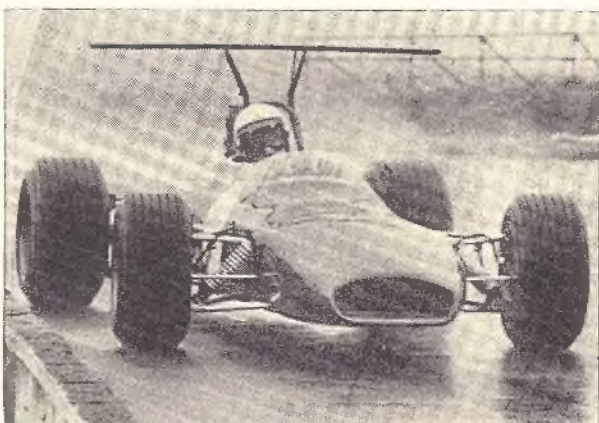
tion stage. A couple of cars have been undergoing testing for some time and have been seen motoring around near the Chelsea mews which houses Chris Lawrence's business; one was parked in the Le Mans paddock during last year's 24-hour race.

The car is an attractive four-door sporting saloon with square headlights and modern, clean styling. The 2.8-litre V8 engine develops 260 bhp so, if the claimed all-up weight of 21 cwt for this roomy, well-equipped saloon is correct, performance should be very useful indeed. Gearbox is a five-speed ZF.

At first the cars were to be manufactured at Balbigny, near Lyons, but French industrial troubles have caused a rethink and production is now being sub-contracted. Coventry Victor will deliver the first 250 engines in May or June, and negotiations are well advanced with Jensen to produce the cars. The new car is scheduled to make its bow at the Paris Salon this autumn, and should be at Earls Court as well; two-thirds of the total production is earmarked for France, and Lawrence may retain the rest for the home market.



The quasi-works Sports Motors Brabham BT28 F3 car, seen (left) with entrant Rodney Bloor, driver Tim Schenken and mechanic John Schofield, now has its new bodywork and is very smart in its Guards colours of red and black. Tim tested the car in wet conditions at Silverstone last week (right) with a single wing mounted centrally behind the roll bar, the jutting nose supplying sufficient negative lift at the front, and the car will probably make its debut in this form at Mallory Park on Sunday.





"Peter Gethin with another of his satisfied customers". If you would like to be one, for either a model like this or maybe a Chevron F3 car, why don't you contact us at:-

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F1 Brabham drive for Lanfranchi?

Jacky Ickx will not be at the Race of Champions on Sunday week, and his place in the Brabham-Ford BT26A may very likely be taken by Tony Lanfranchi.

Billy loses it

Bill Ivy had an unfortunate introduction to his ex-Rees F2 Brabham BT23C at Oulton Park last Wednesday when he crashed, bending the chassis somewhat, although without any serious personal injury. Apparently he hit a greasy patch on the straight before Esso, but the car will certainly be repaired in time for the Easter Thruxton international. Bill was quoted after the accident as saying: "I think I'll go back to motorbikes."

Matra go AP

Matra F1 and G6 prototype cars this season will be equipped with Lockheed brakes, Borg & Beck clutches and AP suspension parts, the Automotive Products group announced recently. AP already supply components for the McLaren F1 team.

British Vita plans

British Vita Racing, for whom John Handley won the 1-litre Division 1 category of the 1968 European saloon car championship, will not be seriously contesting their title this year, but will enter a car in selected events to coincide with their export sales campaign for their engine performance kits. The car will be an eight-port headed fuel-injected 1275 Mini-Cooper S, which will be in the hands of Harry Ratcliffe. Jeff Goodliff will defend his BARC hillclimb championship title with a

"new car," which will probably be another Cooper S, while BVRT will supply Geoff Wood with a 1-litre engine for his club racing car.

Sunday's racing at Mallory . . .

Seven all-championship races form the programme for the BRSCC's Sunday meeting at Mallory Park, and like last year, the Lombank F3 will be the main race, with entries from Tim Schenken (Brabham BT28), Alan Rollinson, Cyd Williams and Keith Holland (BT21Bs), Barrie Maskell (Chevron) and several others. Tony Trimmer (Titan) and Ray Allen (Merlyn) lead the FF contenders, and John Lepp, Phil Silverston and Trevor Twaites (Chevron GTs) look like facing strong challenges from Roger Nathan (Astra) and Keith Holland (Lotus Europa), while Martin Birrane (Falcon) and Gerry Marshall (Viva) will no doubt be at it again in the saloon event, followed by the 1300 cc Minis of David Alexander, Richard Longman and Ken Costello. The meeting starts at 2 pm.

. . . and Brands

On the BRSCC's five-race programme at Brands Hatch on Sunday are the opening round of the BRSCC Clubmen's Championship, a full Formula Ford field, and a *formule libre* race. There are good prod sports and saloon entries, with the E-types of Mike Loveday and Warren Pearce, the 1350 Spridgets of John Britten and Gabriel Konig, Geoff Daryn's Turner and Rod Longton's TVR in the former, and Mike Chittenden's 1650 Morris-Ford Minor, Ken Dawes' Anglia and the Minis of Colin Youle and Martin Raymond in the latter. First race is at 12.30 pm.

Briefly . . .

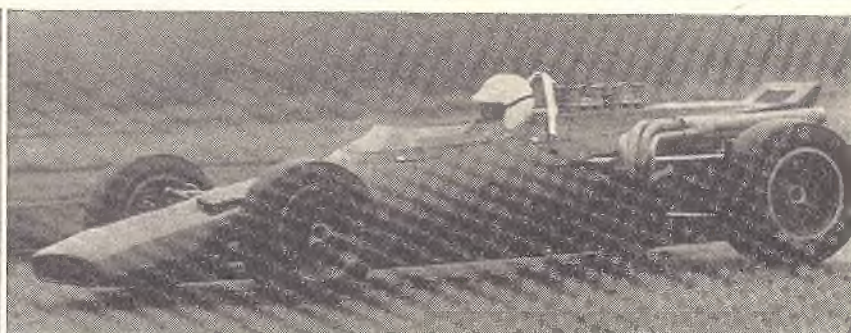
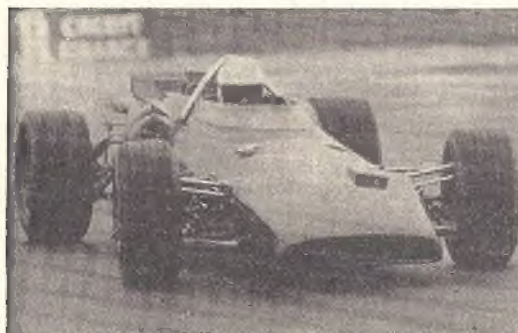
● Contrary to an impression given in our Specialised Mouldings article later in this issue, the McLaren M6GT has still not been homologated. McLaren's formal application for Group 4 homologation on the basis of 25 conversions to Group 4 specification has now been made, and will be considered by the FIA at a meeting in Paris this Sunday.

● The F2 race scheduled for May 4 at Dijon has been cancelled and will be replaced by an F3 event.

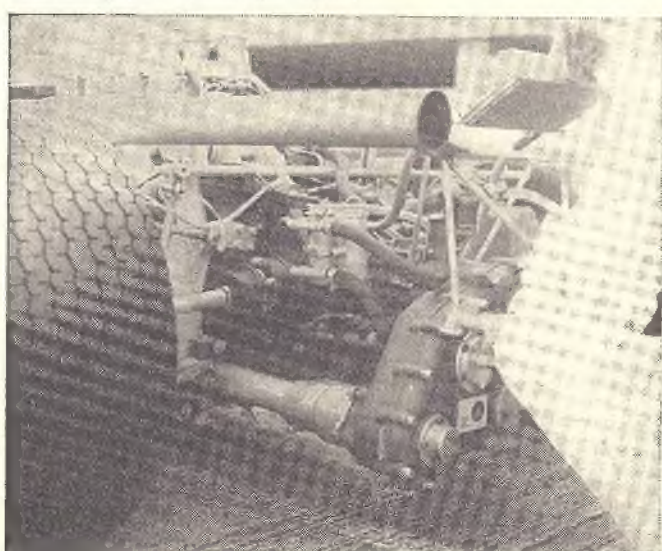
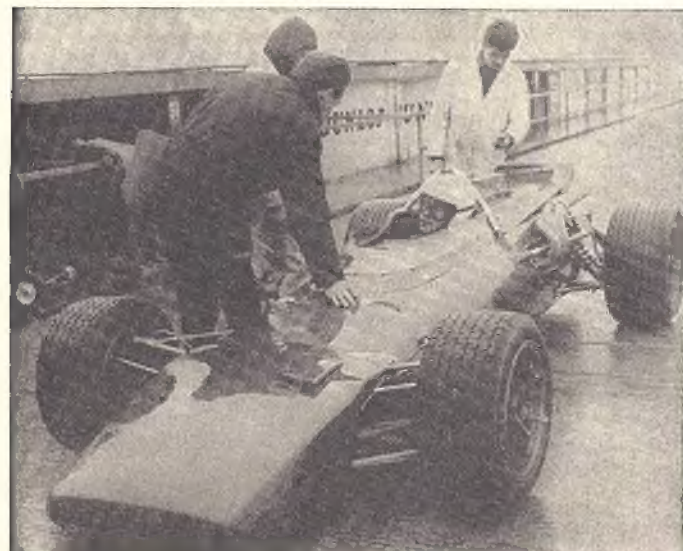
● There is a move afoot by the Formula One Constructors Association, which includes BRM, Brabham, Lotus, Honda, Matra and Cooper among its number, to standardise the weekend dates of all the world championship grands prix so that GP teams will be able to organise themselves more easily and avoid date clashes with events like Indianapolis and Le Mans in future seasons.

● Mike Campbell, the current SCCA Formula C champion with a Forsgrini, has decided to do a full season of continental events, mainly in France and Spain, with his ex-Roy Pike Titan Mk 3.

● As well as entering the ex-Jack Oliver Lotus Europa 47 in major club and international events for Ted Bunce, and a Lotus 23B GT for Peter Beaver in club events, Mike Spence Ltd of Maidenhead have plans on the rally and FF fronts. Their managing director Peter Davies will be campaigning a BRM t/c-engined Ford Escort TC in prominent national rallies, primarily MN championship events. Their Formula Ford entry will be a Titan Mk 4, which has been raced success-



Mark Donohue was in England last week to test Roger Penske's new 4wd Indy Lola T150. Although conditions were damp when Donohue tried the car at Silverstone, his performance was impressive. The car was running a stock-block based Chevrolet V8. Eric Broadley asks Donohue for his comments (bottom left). The 4wd Hewland AW1000 transmission (bottom right) is remarkably compact.



fully by Tony Dron in the past few months. Dron has just joined the firm and his Titan will be jointly sponsored by the firm and by Silver Knight Lubricants. All the team cars will be turned out in orange and mauve livery.

● Our story last week that Guy Ligier had bought one of the Alan Mann Ford F3L Group 6 cars came from a rather optimistic French source. In fact, Alan Mann tells us, Ligier has ordered a full-house Group 5 Escort Twin Cam, but hasn't yet got round to collecting it.

● An amendment to our Lap Records Seasonal Survey (AUTOSPORT, February 7): the Griffiths Formula sports cars record for the Silverstone club circuit is held by John Davies, driving Charles Sgonina's Aston-Martin DBR1, in 1 m 7.2 s.

● The first FF event to take place on an Austrian circuit will take place at the Aspern circuit on April 13. FF International will be taking 18 British entrants.

● Prompted by our piece (AUTOSPORT, February 21) on John Chatham's Healey, DD300, the car's original owner David Dixon writes to tell us that another famous name to drive it was Jim Clark, who raced it at some British meetings. Dixon, who has been living in Spain lately and managing continental pop groups, will return to England later this year, and will enter a 2-litre sports car under the Ecurie Chiltern banner.

● Tim Schenken paid a brief visit to his native Australia last month and had a rather hairy flight back in a Boeing 707. The autopilot went off song and the plane flipped onto

DIARY

INTERNATIONAL EVENTS

- March 14/15.** Race of Champions qualifying, Brands Hatch.
March 16. Daily Mail Race of Champions, Brands Hatch, near Fawkham, Kent (F1, FF, G5).
March 21/22. Sebring 12 Hours, Florida, USA (FIA Groups 4 and 5 Championship, round 2).
March 23. Monza Four Hours, Italy (European Touring Car Challenge, round 1).
March 29/30. Le Mans practice weekend, Sarthe, France (G4, G6, G3).
March 30. Daily Express International Trophy, Silverstone, near Towcester, Northants (F1, G4, G5, historic).
Atlanta 500, Georgia (NASCAR).
April 3/7. Circuit of Ireland.
April 4/8. East African Safari Rally.
April 4. Guards Snetterton, near Thetford, Norfolk (G4, G5, F3).
April 5. Bay of Plenty, New Zealand.
April 6. Singapore GP (F1).
April 7. Easter Trophy, Thruxton, near Andover, Hants (F2, G4, G5—European F2 Trophy, round 1).
International Formula Ford, Zandvoort, Holland (European FF championship, round 2).

BRITISH CLUB EVENTS

- March 8.** TEAC restricted rallycross, Lydden Hill, near Dover, Kent, 1.30 pm (BBC Grandstand Trophy, round 5).
Darlington & DMC restricted rallycross. Croft, near Darlington, Co. Durham, 1.30

pm (ITV World of Sport Trophy, round 5).

Sutton & Cheam MC copromoted Mad March Hare novice rally, Headley Heath, 170/206538, 7.15 pm.
Bridgend AC restricted Celtic Rally, Cattle Market, Bridgend, Glam, 10 am.
Scarborough & DMC closed March Winds Rally, Ganton Service Station, Staxton, near Scarborough, 0081788, 7 pm.

March 8/9. Maidstone & Mid-Kent MC copromoted Chico Rally, Farthing Corner Service Area, M2, 7.30 pm.

Coventry & Warwickshire MC restricted Three Spires Rally, Border Garage, Welshpool, 117/221056, 10.30 pm.

March 9. BRSCC restricted race meeting, Brands Hatch, Fawkham, near Dartford, Kent, 12.30 pm.

BRSCC Lombank Leader race meeting, Mallory Park, Kirkby, Leicestershire, 2 pm.
BARC Surrey Centre restricted sprint, Blackbushe, Hants, 2 pm.

London MC Janspeed Trophy Slalom, Santa Pod Raceway, near Poddington, Beds, 1.30 pm.

TEAC closed rallycross, Lydden Hill, near Dover, Kent.

Liverpool MC closed Spring production car trial, Bickerton Hill, Broxton, Cheshire, 102/507533, 10.30 pm.

Herefordshire MC closed production car trial, The Knowle, Bircher, near Leominster, 11 am.

Craven MC closed Spinning Wheel production car trial, Gatehampton Farm, near Goring, 158/6179, 2.30 pm.

Singer OC restricted half day trial, Normandy Hill, 189/89515, noon.

Harrow CC Brakefort driving tests, Brentford Market, Chiswick flyover, 160/192783.

its side and fell 15,000 ft in a few seconds before the pilot got it under control. Tim's description is graphic—"everybody was floating about inside, weightless, and being sick on the ceiling"—but the 707 landed at Bahrain

without further mishap. Meanwhile Jack Brabham, flying his own plane to his sheep station in Victoria, had a fraught landing when his nosewheel collapsed, but neither he nor his wife Betty were hurt.

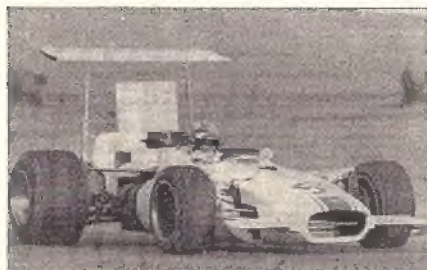
24 HEURES DU MANS 1969

1	Scuderia Filipinetti	7-0 Corvette	GT	47	Claude Laurent	2-0 Porsche 911	GT
2	Scuderia Filipinetti	7-0 Corvette	GT	48	Abarth	2-0 Fiat-Abarth	SP
3	John Woolfe Racing	5-0 McLaren M6GT	S	49	Squadra Corse Lancia	1-6 Lancia	SP
4	Lola Cars	5-0 Lola T70	S	50	Squadra Corse Lancia	1-8 Lancia	SP
5	Lola Cars	5-0 Lola T70	S	51	Automobiles Alpine	1-5 Alpine-Renault	SP
6	Lola Cars	5-0 Lola T70	S	52	Ecurie Savin-Calberson	1-5 Alpine-Renault	SP
7	JW Automotive	5-0 Ford GT40	S	53	Unipower Cars	1-3 Unipower-BMC	SP
8	JW Automotive	5-0 Ford GT40	S	54	Trophée le Mans—Alpine	1-3 Alpine-Renault	SP
9	Peter Sadler	5-0 Ford GT40	S	55	Automobiles Alpine	1-0 Alpine-Renault	SP
10	Alan Mann Racing	5-0 Ford GT40	S	56	Fiat-Abarth France	1-0 Fiat-Abarth	SP
11	Ecurie Ford France	5-0 Ford GT40	S	Reserves:			
12	NART	4-4 Ferrari	S	57	Lola Cars	5-0 Lola T70	S
14	NART	4-4 Ferrari	S	58	ASA	5-0 Ford GT40	S
15	Team VDS	3-0 Alfa Romeo	SP	59	Scuderia Filipinetti	3-0 Ferrari 312P	SP
16	Svenska VW	3-0 Porsche 908	SP	60	Robert Buchet	2-2 Porsche 907	SP
17	SEFAC Ferrari	3-0 Ferrari 312P	SP	61	NART	2-0 Ferrari-Dino	S
18	SEFAC Ferrari	3-0 Ferrari 312P	SP	62	Mark König	2-0 Nomad-BRM 2	SP
19	Autodelta	3-0 Alfa Romeo	SP	63	Marcel Martin	2-0 Porsche 911S	GT
20	Autodelta	3-0 Alfa Romeo	SP	64	Porsche System Eng	2-0 Porsche 910	S
21	Autodelta	3-0 Alfa Romeo	SP	65	Porsche System Eng	2-0 Porsche 910	S
22	Autodelta	3-0 Alfa Romeo	SP	66	Jean Egretaud	2-0 Porsche 911S	GT
23	Hart Ski Racing	3-0 Porsche 908	SP	67	Philippe Farjon	2-0 Porsche Carrera 6	S
24	Alex Soler-Roig	3-0 Porsche 908	SP	68	Brian Sherwood pp Piper Cars	1-3 Piper	SP
25	Porsche System Eng	3-0 Porsche 908	SP	69	Ecurie Leopard	1-3 Alpine-Renault	GT
26	Porsche System Eng	3-0 Porsche 908	SP	70	Squadra Bardahl	1-3 Alpine-Renault	GT
27	Porsche System Eng	3-0 Porsche 908	SP	71	Yves Leroux	1-3 Alpine-Renault	GT
28	Automobiles Alpine	3-0 Alpine-Renault	SP	Drivers nominated include:			
29	Automobiles Alpine	3-0 Alpine-Renault	SP	Rauno Aaltonen, Kurt Ahrens, Jean-Claude Andruet, Dickie Attwood, Mauro			
30	Automobiles Alpine	3-0 Alpine-Renault	SP	Bianchi, J. Bourdon, Claude Bourgo'gnie, Pete Brown, Jo Buzzetta, J. Clement,			
31	Ecurie Savin-Calberson	3-0 Alpine-Renault	SP	Alain de Cortanze, Piers Courage, Peter Creasey, Patrick Depailler, Mark Donohue,			
32	Ecurie Matra-Elf	3-0 Matra V12	SP	J. Egretaud, Vic Elford, Roger Enver, Jean-Claude Ethuin, Philippe Farjon,			
33	Ecurie Matra-Elf	3-0 Matra V12	SP	Piers Forester, Jean-Pierre Gaban, Sylvain Garant, Frank Gardner, Taf Gosselin,			
34	Ecurie Matra-Elf	3-0 Matra V12	SP	Henri Grandmire, Henri Gredel, M. Grue, Mike Hallwood, Jean-Pierre Hanriot,			
35	Ecurie Matra-Elf	3-0 Matra V12	SP	Paul Hawkins, Andrew Hedges, Hans Herrmann, Toine Hezemans, David Hobbs,			
36	Abarth	3-0 Fiat-Abarth	SP	Jacky Ickx, Jean-Pierre Jabouille, Mark König, Tim Lalonde, Tony Lanfranchi,			
37	Team VDS	2-0 Alfa Romeo	SP	Gérard Larrousse, Claude Laurent, Alain Leguellec, Yves Leroux, U. Locatelli,			
38	Christian Poirot	2-0 Porsche 907	SP	John Love, Bruce McLaren, Claudio Maglioli, Umberto Maglioli, D. Martin,			
39	Brian Sherwood pp Piper Cars	2-0 Piper	SP	Digby Martland, Pierre Meublanc, Jean Mesange, Hans Muller, Sandro Munari,			
40	Donald Healey Motor Co	2-0 Healey	SP	Jean-Pierre Nicolas, Ulf Norinder, M. Nusbaumer, Jack Oliver, Johannes Onner,			
41	Auguste Veuillet	2-0 Porsche 910	S	Christian Poirot, Teddy Pilette, David Piper, Rafaela Pinto, Brian Redman, Peter			
42	JP Gaban	2-0 Porsche 911S	GT	Sadler, Udo Schutz, Alain Serpaggi, Brian Sherwood, Jo Siffert, Rob Slotemaker,			
43	Wicky Racing Team	2-0 Porsche 911T	GT	Alex Soler-Roig, R. Sparks, Dieter Spoerry, Rolf Stommelen, Jean-Luc Thierier,			
44	JCB Excavators	2-0 Chevron-BMW	S	Trevor Taylor, Bernard Tramont, Bob Vanderschrick, Jean Vinatier, Bjorn			
45	Porsche System Eng	2-0 Porsche 910	S	Waldegard, Jonathan Williams, Reine Wisell, Bob Wolleek, John Woolfe,			
46	Porsche System Eng	2-0 Porsche 910	S	Mauro Zanetti.			

FORMULA 5000:

Entrants and sponsors prepare

by SIMON TAYLOR

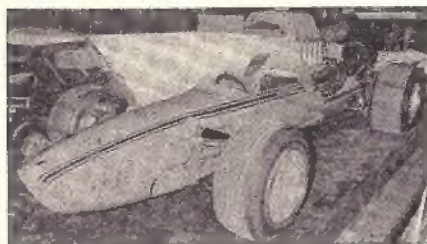


Lola T142

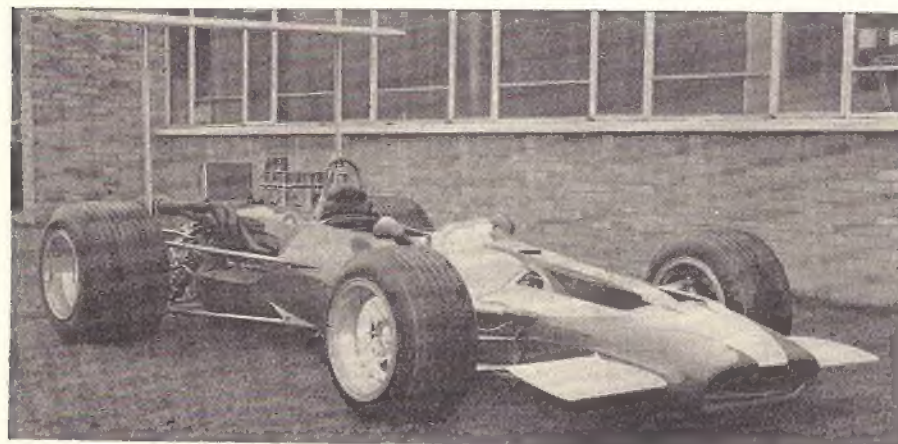
AT a reception in Manchester last week Carreras, makers of Guards cigarettes, outlined their plans for sponsoring Formula 5000 this year. The full list of championship rounds now comprises a dozen events, of which four are outside Britain—the Dublin Grand Prix at Mondello Park, and races at Zandvoort, Hockenheim, and Koksijde in Belgium.

A competitor will count his best eight performances, and will score points according to the amount of prize money he has won—so that a win will net £500 and 500 pts, second place £350 and 350 pts, and so on. The various rounds are printed below.

The F5000 regulations were printed in full in AUTOSPORT dated August 23 1968, and few changes have been necessary since then. However, four-wheel-drive is now definitely permitted—F5000's only basic difference from Formula A—but, whereas two-wheel-drive cars will have no restriction on wheel rim width or aerofoils, 4wd F5000s will be restricted to wheel widths of no more than



Cooper T90



TS5

12 ins, and must not be fitted with aerofoils. Nick Syrett of the BRSCC is discussing the 4wd question with Jim Kaser of the SCCA at the moment, with a view to rationalising F5000 and Formula A, and Nick hopes that by 1971 at the latest Europe and America will have a common 5-litre single seater formula.

An excellent innovation, which if it could ever be administered could spread with advantage to other types of racing, is the use of permanent competition numbers for F5000 competitors. This is, of course, widely done in the USA, and numbers can be permanently painted on the car with consequent improvement in appearance. F5000 entrants are in-



Crosslé 15F

vited to apply to the BRSCC for numbers between 1 and 99 which they will hold for the rest of the season. A society for F5000 entrants and drivers, the 5000 Club, is also being formed.

All the qualifying rounds will carry a £2500 prize fund, with £500 to the winner, £350 for second place, and so on down to £50 for 15th to 20th place. Thus even if a starter blows up on his first lap he gets £50, as long as there are no more than 20 starters. Fastest lap earns £30, and travelling expenses will be paid to foreign meetings. The Guards Championship itself carries a prize fund of £2000.

A brief run-down on the drivers who already have a F5000 car or intend to get one shows that so far the Lola T142 is by far the most popular; almost everybody is using Chevrolet power. There's Peter Gethin in the Church Farm McLaren M10A, which is effec-



Lotus 43

tively the works car, and Andrea de Adamich and Tetsu Ikusawa, plus perhaps a third driver later, in John Surtees' new TS5s; David Hobbs will drive one in the first two races before going to the USA to drive one for James Garner's AIR team in Formula A. Tony Lanfranchi will drive a Lola for Alan Fraser, and Robin Widdows a similar car for Sid Taylor, and others expected to use Lolas are Paul Hawkins, Mike Hailwood, Willy Forbes, Mike Walker, Ulf Norinder, Doug Hardwick and former Jim Russell pupil Carlos Avallone. Former F3 driver John Kendall is after a McLaren, and Jim Moore of Kincraft fame may be seen in a Cooper T90.

It's on the cards that Frank Gardner will appear in a F5000 version of the Len Bailey-designed single-seater that he raced with V8 Alfa Romeo engine in the Tasman Series. Lotus are planning a works F5000 car which John Miles will drive, and they are building up one of the Lamplough chassis—the 42B Indianapolis car—for Canadian Bill Brack, who will race it over here in F5000 and in the USA in FA. Robb Lamplough and Jock Russell have already raced their Lotus-Ford 43s, and Lamplough may get a Lola, while Colin Crabbe is fitting a 4.7 Ford engine to an H16 BRM chassis. Then there's David Hepworth's four-wheel-drive Hepworth, with Oldsmobile 4-litre engine and Ferguson



McLaren M10A

transmission, and the Kincraft, the first F5000 in many people's eyes, which now belongs to John Scott-Davies. Don't be surprised to see Roy Pike in an F5000, either, and David Piper is known to be interested. There are F5000 Merlyns and Pringetts in the wind, and even Reg Gubbings is having a go, with the Nike Mk 5. At least 15 full 5-litre cars should be ready for the first two races over the Easter weekend.

F5000 Fixtures

April 4	Good Friday Oulton Park
April 7	Easter Monday Brands Hatch
May 11	Brands Hatch
May 26	Spring Monday Mallory Park
June 15	Silverstone
July 19	Dublin Grand Prix, Mondello Park
August 10	Zandvoort, Holland
August 17	Koksijde, Belgium
September 1	Bank Holiday Monday Snetterton
September 14	Hockenheim, Germany
September 20	Oulton Park
September 28	Brands Hatch

correspondence

Don't down the Dales

I FEEL I must write to AUTOSPORT regarding Paul Stephens' report on the Seven Dales Rally (February 28 issue). His attitude seems to be that the rally was a farce because the first 30 cars or so were slowed by deep slush that cleared to enable the lower numbers to gain faster times. To say the least, this is a very unsportsmanlike attitude. I always thought that all the entrants in a rally (presumably 120 in the Seven Dales) started theoretically equal. That 30 cars were faced with poor conditions not experienced by others is hardly unusual. At a guess I'd say that at least one quarter of the entrants in any rally that uses whites run into this problem. The difference is that for once it's the first quarter, not the last quarter that has problems. Any novice or semi-expert could tell tales of muddy whites that, although passable for the first 30 cars, became deeply rutted and therefore slow or even impassable by the time the lower numbers arrive.

Perhaps Paul Stephens has forgotten or never experienced the marshals who, although fast and accurate while the first 30 cars pass, become slow and inaccurate when the unknown novices arrive. It's not their fault, I know. One can't expect people to be on their toes for two hours at a stretch, but it's something we novices and semi-experts have to put up with. Paul Stephens would do well to remember that the MN circus start at the front not to give them an advantage (if this were the case it should be the novices at the front) but for safety's sake.

It's a nice spur to us novices who enter big events with little chance of prizes to see some novices in the top ten for a change.

HOUSLOW, MIDDX. GEOFF POLLARD.

West country circuits

SILVERSTONE—Possible site for new airport? Thruxton—BARC deny troubles. Castle Combe—Three-year planning permission, where the Minister states: "In the Minister's opinion the aim should be for the use to be discontinued within a reasonable period, which will give the appellants time to transfer their activities elsewhere if they so desire. In this latter connection the Minister suggests that the authorities should give the appellants such assistance as they can over the question of an alternative site." (*Correspondence*, November 22, 1968.)

When the question of Castle Combe's future was first known publicly, and prior to Thruxton's consideration, we sought an alternative site for Castle Combe and, having selected one, designed a proposed circuit. The site chosen was Membury Airfield, Berkshire.

It was selected because it was halfway between London and Bristol, and Bournemouth and Birmingham. Towns surrounding it were Oxford, Newbury and Swindon, the latter offering industrial facilities for racing car manufacture. The site was adjacent to the proposed M4 and outline planning permission has been granted for a service area, which we felt could also be used by the circuit, thus offering above average facilities.

May we suggest that Membury, with the Minister's aid and the authorities' co-operation, could become a viable proposition, being between Silverstone, Thruxton and Castle Combe. Membury was listed as a possible site for the new London Airport.

LAMBORN, BERKS.

J. NICHOLS.

Alexander, Youten, Lague and Co

I AM extremely pleased to see that fellow drivers have taken pen to paper during what must be the racing enthusiasts' silly season. I am no exception to the rule inasmuch that I can also claim, like all the other correspondents, to know everything about everyone except this fellow Alexander.

In my opinion the fact that Ian Mitchell beat Geoffrey Wood every time out hardly makes Ian Mitchell the world's greatest, as Penelope Pringle sorted me out a few times and gets my vote on the same basis, unless of course Mr Wood considers he is second in line for King.

Ian Titchmarsh has my fullest sympathy in trying to sort out an almost impossible task and although I also think I know all answers about who is and who is not the best Mini man I would not dare to put it in print. On the more serious side however, I do not honestly think there is more than about 2 to 3 bhp difference in any of them; one or two people run with lower ratios which of course means using higher revs and therefore makes them less reliable. Incidentally, I believe that Tony Youten and Peter Lague have very similar engine modifications.

Having watched all the people concerned race many times and seen the various styles of driving it would appear that the biggest advantage anyone can have is to have a car handling in a suitable manner to their driving technique. I find over a period of years, as many other people must have done, that a driver who has constantly been obtaining mediocre results can suddenly become King of a particular circuit just because he has finally realised that it is necessary to have some professional assistance with his car.

Over a period of about six years of Mini racing I have yet to meet any driver who has in any way struck me as being anything but the nicest possible type of person and like the rest of you reading this I find that because of little racing during the winter months I miss the friendship of meeting such people at the circuits. One thing of which I can be certain, is that if people were not so friendly I would spend less time talking to them at a meeting and be able to give more concentration to driving my own car, and be able to achieve a few wins occasionally which would enable me to write letters to AUTOSPORT on an equal basis with those concerned.

In conclusion I would like to suggest that as few races will be won by writing letters all the various Kings and Greats should try moving about the circuits a little more.

DOWNTON, WILTS.

BARRY HAWKINS.

BEFORE the Editor cries "Enough" on the subject of top Cooper S driver of 1968, may I have a little stir! As your readers may know, the Mini Seven Club ran a championship last year and awards were presented to the leading Mini club driver in each class. This took into account all races in England, but excluded handicaps, heats and races which were not run under the normal class structure, ie, up to 850 cc, 851 to 1000 cc, and 1001 to 1300 cc. The results speak for themselves. Over 250 drivers finished in the first three, and the order in the 1300 class was as follows:

- | | |
|---------------------|---------------------|
| 1. G. Wood, 63; | 3. R. Longman, 54; |
| 2. I. Mitchell, 58; | 4. K. Costello, 41. |

I believe I can claim to know more about Mini racing than some of your correspondents, and I would like to support the points raised.

(a) There are very few genuine private entrants in club racing and it is a pity that more is not done for them in the way of providing genuine clubman-type events. It is equally regrettable that when such events are run, entries are not treated in a much stricter fashion than at present.

(b) While appreciating that travelling to circuits all over the country is time consuming and expensive, it is true to say that some drivers never venture very far afield and score points in championships at only two or three circuits. The result is that an impression is formed, rightly or wrongly, that the driver (or his car) is only capable of doing well at these circuits and success is sometimes made to seem somewhat hollow.

However, while there is such a crowded racing programme as exists today nothing much can be done in respect of (b), although one hopes that clubs will look to my other point. Meanwhile, my ambition is to find a date in the middle of the season, when nothing else is happening, and get every Mini driver of note together at one meeting—dare I suggest our Mini Festival at Brands on Whit Sunday?

MAIDENHEAD, BERKS.

JOHN STANTON,
Chairman, Mini Seven Club.

THE recent correspondence regarding myself and Peter Lague is beginning to sound like the utterings of two boxing managers, each saying "We'll moider da bum." I'm all for a bit of needle if it reflects in starting money for Peter Lague and myself, but I'm very anti this "he's better than you" stuff. I've been racing too long to get all emotional over what this or that journalist thinks of my ability. I race because I enjoy it and, contrary to what Malcolm Kay thinks, not as a professional.

I would, however, like to clarify one point. The car I raced last year belongs to me; the engine was prepared by Downton Engineering and paid for by me, because I do not have the facilities or the expertise to prepare my own engines. *Cars & Car Conversions* entered the car as a form of sales promotion and in return I received a fee, for which I am grateful.

I'm afraid I cannot accept the challenge put forward by the Editor, because my car is still very bent from the Motor Show 200 mishap. However, if Peter Lague likes to loan me his car, I would like to drive it—as I said earlier I enjoy driving cars, and if the car belongs to someone else I'll enjoy it even more.

POTTERS BAR, HERTS.

TONY YOUTEN.

Cooper-Weslake V12?

NOW that AAR, Eagle and Dan Gurney have, to my despair, retired from Formula 1, are we going to let a brilliant piece of engineering, the Gurney-Weslake V12 engine, die as well? Dan Gurney had a tremendous season in 1967, reaping victory in the Belgian Grand Prix; had he not been so anxious to get it an All-American venture in such a rush, he might now be World Champion.

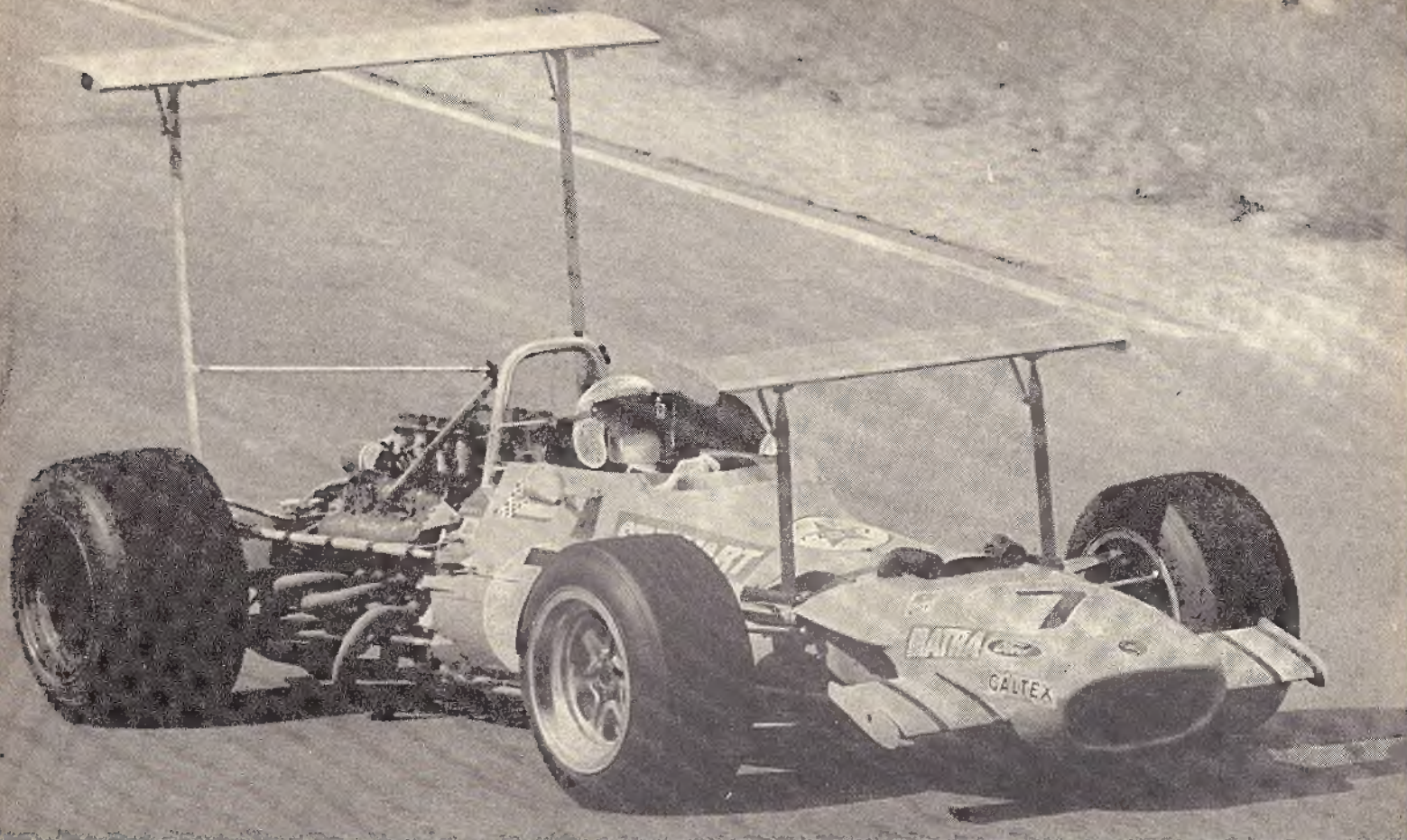
If it were in Harry Weslake's hands again, as it rightfully should be, it would again be capable of great things. Why not in a Cooper, or even for a private team like Rob Walker's? Everyone knows its potential: at the Ring it was quoted as producing 417 bhp. Cosworth DFVs today only produce something in the region of 420 bhp, so what would it have been producing last season had it been developed further by Harry Weslake—430 bhp, or more?

Racing enthusiasts everywhere must realise that here is a British-designed V12 engine of great potential going out of the window.

KIRKBY-IN-ASHFIELD, NOTTS.

PETER ROY WILSON.

The editor is not bound to agree with opinions expressed by readers.



Jackie Stewart takes the 1968 Ken Tyrrell-Matra International Matra MS10, complete with twin aerofoils for the first time in a race, to an easy win in the opening round of the world championship.

Stewart all the way!

Jackie Stewart (Matra) wins SA GP from Graham Hill (Lotus) and Denny Hulme (McLaren)—Strong challenges from Brabham, Andretti and Rindt fail

Story and pictures by DAVID PHIPPS

JACKIE STEWART opened the 1969 Grand Prix season in splendid style by leading the South African race last Saturday from start to finish in his 1968 Matra-Ford MS10, running on Dunlop tyres. Graham Hill finished second, 18.8 secs behind, in his GLTL Lotus-Ford 49B, with Denny Hulme third in his McLaren-Ford M7A. Ford-engined cars occupied the first six places, with Jo Siffert's Lotus fourth, Bruce McLaren's interim McLaren fifth and Jean-Pierre Beltoise in the second Tyrrell Matra MS10 sixth. There were only two other finishers, Jackie Oliver's BRM and Sam Tingle's Repco Brabham.

Jack Brabham's new Brabham-Ford recorded the fastest practice time, but lost a wing in the early stages. Jochen Rindt's Lotus-Ford was second fastest, but then had to be fitted with a replacement engine which did not run properly, and Mario Andretti's Lotus-Ford was gaining on Stewart until its transmission failed. The 48-valve BRM was a non-starter due to practice troubles, and the new Ferrari retired with engine failure.

ENTRY

ONCE again the Grand Prix was held at Kyalami, 5400 ft up on the northern outskirts of Johannesburg. In layout and atmosphere the circuit has a lot in common with Watkins Glen, but there are no garage facilities, so entrants are faced with a long trail to and from Johannesburg each day. Since last year a number of new safety fences have been put up and the circuit now seems to be one of the best in this respect, although there is still no guardrail in front of the pits.

The change of date from January 1 to March 1 was definitely beneficial as far as new machinery was concerned, and also led to a slight but welcome decline in the ambient temperature. There were in fact only two completely new cars, the 1969 Ferrari

and the Matra MS80, but BRM had a new 48-valve engine for Surtees. Brabham and Ickx had Ford engines in their BT26As and almost everyone had something new in the way of wings. In addition, of course, everyone had the now mandatory built-in fire extinguishers and enlarged roll-over bars.

No 1 in the programme was Graham Hill in his 1968 Lotus-Ford 49B, now with a pedal-operated adjustable wing mounted on the front suspension as well as at the rear. Jochen Rindt and Mario Andretti had similar cars, all three entered by Gold Leaf Team Lotus, and Jo Siffert had his customary Walker-Durlacher 49B (now with chromed cam covers), which missed the first practice session while a front wing was being fitted. On the Gold Leaf cars the wings were painted red—much smarter than last year's drab grey—and Rindt's rear wing had white filter tips.

No 5 was Denny Hulme's McLaren-Ford M7A, completely reskinned since Mexico but otherwise unchanged except for a rear suspension-mounted wing to replace the chassis-mounted one, and No 6 was Bruce McLaren's interim 1968/69 M7A with ultra-wide bodywork. (Could this shape have been inspired by the model of the forthcoming Cosworth F1 car?) Ken Tyrrell's Matra International team had two 1968 MS10s for Jackie Stewart and Jean-Pierre Beltoise, both with chassis-mounted front wings, and also the completely new MS80 with outboard front suspension, inboard rear brakes, front fins connected to the anti-roll bar and a very pregnant-looking body. This, in fact, is the first real Formula 1 Matra, as distinct from the previous scaled-up Formula 2 cars. The MS80 would have run in the race but for minor problems with both of the engines which were tried in it. These problems could have been due to the use of foam in the fuel tanks.

Chassis-wise there was nothing very new about the 1969 Ferrari for Chris Amon—it still had a chassis-mounted wing, albeit fitted on the rear bulkhead, and fixed front fins—but the reversed port engine was said to give 435 bhp and ran a great deal cooler than the 1968 unit. Although the new exhaust layout has helped, most of the extra power has come from new camshafts and from reduced friction at the bottom end.

AUTOSPORT, MARCH 7, 1969

The 48-valve BRM engine, which is said to give 452 bhp at 10,500 rpm, was fitted in a 1968 P138 chassis, while Jackie Oliver (for the works) and Pedro Rodriguez (Parnell Racing) had similar 1968 cars with 24-valve engines. There was also a spare 24-valve car for Surtees, but he obviously hoped that he would not have to race it.

Jack Brabham and Jacky Ickx had the Brabham Ford BT26As with bi-plane aerofoil—the front wings being attached to the chassis. Brabham had one of the new 1969 Cosworth DFV engines with revised camshafts and modified timing gears, which can be taken safely to 10,000 rpm—although no power figures were divulged.

The field was completed by four local cars: John Love's ex-Hill 1967 Lotus-Ford 49 with suspension-mounted front and rear wings automatically feathered in fifth gear via an air bottle; Basil van Rooyen's 1968 McLaren-Ford M7A with an enormous fixed rear wing; Sam Tingle's 1967 Repco Brabham BT24 and Peter de Klerk's 1966 BT20 Repco Brabham—both of the latter without aerodynamic appendages.

PRACTICE

PRACTICE started on the Wednesday afternoon before the race, and Hulme quickly proved the value of 1400 miles of tyre testing with a fastest time of 1 m 20.3 s, just 0.1 sec faster than Stewart, who had also done many test laps. Third fastest, despite trouble with his brakes, was Rindt (1 m 20.7 s) and then came Hill and Andretti, both on 1 m 21.1 s. McLaren did 1 m 21.3 s, subsequently equalled by Brabham, and van Rooyen was the fastest of the locals with 1 m 21.8 s, 0.3 sec faster than Love. Stewart did 1 m 22.9 s in the fat Matra MS80 after only three laps, but Beltoise was finding Grand Prix driving very tiring after a four month lay-off and could not do better than 1 m 23.6 s.

Surtees did 1 m 23.4 s in the old BRM and 1 m 24.9 s in the new one, but the 48-valve engine was plagued by a misfire, which was eventually traced to a loose drive for the fuel metering unit. Ickx was not very comfortable in his Brabham and found the Cosworth engine peakier than the Ferrari, so he settled for 1 m 25.0 s, and Oliver's BRM stopped out on the circuit with a wiring fault after only a few laps, the best of which was 1 m 32.8 s.

There was a heavy rainstorm on Thursday morning, but by early afternoon the circuit and its surroundings were all completely dry again—what a wonderful climate! By now the Ferrari had arrived, and following an involuntary stop with fuel feed problems it was soon doing some very good times, finishing up with a 1 m 20.5 s. Rindt was really trying, getting down to 1 m 20.2 s before his rear wing collapsed a fate which also befell Andretti (1 m 20.8 s)—but the sensation of the day was Brabham, who typically waited until the very last lap of the session to record 1 m 20.0 s.

Hulme, Stewart and Hill (whose engine had been changed overnight) all did a lot of laps without improving their times, though Stewart got down to 1 m 20.8 s in the new car despite being 500 rpm down on the straight. McLaren improved marginally to 1 m 21.2 s and Surtees dramatically to 1 m 21.8 s in the 48-valve BRM. Beltoise, Ickx and Oliver all improved, to 1 m 22.2 s, 1 m 23.2 s and 1 m 24.1 s respectively, but Rodriguez could not do better than 1 m 25.2 s, and Siffert had an obscure fault in the fuel system which kept his time down to 1 m 33.1 s.

During the night the Ferrari and the MS80 had engine changes, and the Lotus mechanics set about repairing their wings and making some new, shorter uprights for them. They also repossessed the uprights they had lent to Siffert. Just when everything looked set for a really exciting final practice session there was a tremendous rainstorm which really flooded the track. Stewart ventured out in this and



Jack Brabham showed that the new Ford-engined BT26A should put the Byfleet marque back on the Grand Prix map; running the new 1969 DFV engine, he held second place until his aerofoil came adrift, forcing him to pit to have it ripped off. The Lotuses of Rindt and Hill and the Hulme's McLaren chase him. A crowd of 90,000 watched the race.



1970, many of the recovered 44 Remington-Union Metallic Gunpowder Corp. 28 Gauge and 12 Gauge shotguns, which were found in the same area, were found to be of the same make and model as the one found in the car. The shotguns were found in the same area as the car, and the car was found in the same area as the shotguns.



pronounced the conditions the worst he had ever encountered his lap times were over 2 mins—but when the rain eventually eased off several drivers took the opportunity to do a little wet-weather tyre testing.

In the last half-hour the track began to dry out, not enough for any of the leading contenders to improve their times, but sufficiently for Rindt's engine to break a camshaft, Amon's a water pipe, and the 48-valve BRM a tappet guide and damage the timing chain.

So the front row of the grid consisted of a Brabham, a Lotus and a McLaren, all with Ford engines, with Stewart's old Matra-Ford and Amon's new Ferrari behind them. Then came Andretti, Hill and McLaren, followed by van Rooyen and Love, Beltoise, Siffert and Ickx, Oliver, Rodriguez, de Klerk, Tingle and Surtees, the BRM being at the back of the grid because the organisers were not advised of its substitution before the end of practice. Rindt's Lotus was fitted with a new engine overnight, but stopped out on the circuit during an untimed practice session on race morning and was still not running properly on the warm-up lap.

THE GRAND PRIX

JUST before the start it looked almost certain to rain and there was the usual panic about tyres, but in the end everyone except BRM, who opted for all-purpose grooved CR82s, started on dry-weather rubber-ZB11 in the case of Firestone and DG12 for Good-year.

When the flag fell Stewart shot into the lead from the second row, with Brabham second, then Rindt and Hill, Hulme, McLaren and Amon, Love, Siffert and Andretti, Rodriguez, Beltoise, Oliver, Ickx, Surtees, van Rooyen and de Klerk. Tingle was left on the dummy grid and was half a lap late getting away.

Stewart quickly pulled away from Brabham, who was only just ahead of Rindt and Hill. McLaren, Hulme, Amon, Siffert and Andretti were almost nose to tail, but Love was dropping back and there was soon a big gap to Beltoise, Ickx, van Rooyen and the three BRMs, now running right at the back of the field (except for de Klerk and Tingle) in the order Surtees, Oliver, Rodriguez.

On lap 6 Brabham's rear wing flopped over sideways, and he lost nearly 3 mins while it was removed (the front wing was taken off at the same time, of course). This gave second place to Rindt, but within two laps Hill took over, and for a long while he maintained the gap between Stewart and himself at around 6.7 secs. Andretti had now charged up to fifth, between Hulme and McLaren, and for the next 10 laps or so there was a really hairy battle between Hulme, Andretti and Siffert, with Rindt dropping back steadily as his engine got worse.

Amon, too, was losing ground, though he had little difficulty in maintaining eighth place, but Beltoise and Ickx were having a spirited duel which quickly took them past Love. Then Ickx's rear wing started to fall off, and when he stopped at the pits to have it removed his engine would not restart; as it was found that the engine was also losing oil, he retired. A few laps earlier van Rooyen had retired with brake trouble, and not long afterwards Brabham stopped because his engine was overrevving badly on the straight without his wings. The BT26A in its wingless state was easily the fastest car on the straight, at 176 mph, with Stewart second at 174 mph, both McLarens at 170 and the best of the Lotuses—plus Ickx's winged Brabham—at 169. Brabham, of course, also had the advantage of the high-revving 1969 engine, the only one in the race.

The Hulme-Andretti-Siffert battle was eventually resolved in favour of Andretti, who then pulled clear and began to close on Hill. He was also closing quite rapidly on Stewart—a matter of 3 secs in five laps—and was right on Hill's tail, looking for a way to get



Graham Hill had a good run with the GTTL Lotus 49B for second place, but he could not match the speed of the Tyrrell Matra driver.



The McLaren team was as consistent as ever with Hulme third and Bruce McLaren, driving the interim M7A with side-mounted fuel tanks, a steady fifth.



Jacky Ickx did not have a happy introduction to the new Brabham BT26A, for after having his rear aerofoil come adrift he made a pitstop to have it removed and the car would not start again.



Chris Amon in the new Ferrari, which did not shine on its first outing, leads Brabham's wingless BT26A (above). Pole position winner Brabham beams happily at former teammate Jochen Rindt after practice (right).

by, when his transmission failed; his was the only Lotus with the small FG200 gearbox. This left Hill well clear of Siffert and Hulme, who were about to change places again, with McLaren a distant fifth and Rindt and Amon disputing sixth. Amon's engine only lasted two more laps before the bearings went, and Rindt's expired a few laps later when the mechanical fuel pump failed. As Love, Rodriguez and Surtees had also retired by this stage, the field was beginning to look decidedly thin.

At half-distance Stewart was 13 secs ahead of Hill and 21 secs ahead of Hulme, who was still being harried by Siffert. Both gaps slowly widened, and at 60 laps, three-quarter distance, they were 20 and 32 secs. Siffert, too, was further back, and everyone below fifth place had been lapped. Beltoise was a safe sixth in spite of being on only seven cylinders, and Oliver, in seventh place, was four laps clear of Tingle.

So the race ran out, with none of the usual last-minute dramas and with no further retirements, though de Klerk was not classified because he had spent a lot of time in the pits with clutch trouble.

After the race Stewart said he was "very pleased," and Hill said his car had run perfectly but was not quite fast enough. The McLaren team felt they had chosen the wrong tyres; they were good on a clean track, but did not work so well when it was oily. Siffert had been handicapped by too much braking at the front. Andretti was very philosophical about his retirement—and about being No 3 in the Lotus team—but Rindt was disappointed at not getting off to a good start, as was Amon.

The failure of the new BRM engine seems unlikely to be fundamental, and Tony Rudd flew back to England with the broken parts before the race. Ferrari's problems could be more serious, but these two V12 engines should soon be giving the Ford V8s some serious competition. One way and another it looks like being a very good year.



Happy Lotus family (left): Jochen Rindt, Mario Andretti and Colin Chapman share a joke with Graham Hill during practice. Mixed feelings in the BRM pits (right): John Surtees and Sir Alfred Owen seem in high spirits, although Jean and Louis Stanley seem less happy with life.



Matra's new MS80 (left) features a very striking body shape contoured along the fuel tanks. The front fins work in conjunction with the movement of the front anti-roll bar. Rear end of the MS80 (right) shows the pot type driveshaft couplings, the inboard disc brakes and the twin anti-roll bar set up used as there was not a single roll bar of sufficient thickness available.



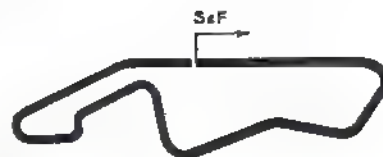
Front of the MS80 (right) shows the smooth frontal lines for the radiator extraction ducts, and clearly illustrates the mountings for the front fins, and the lever which extends back to the front bulkhead to be activated by the roll bar. The new Ferrari V12 engine (right) now has its exhaust system outside of the vee. It is now churning out around 435 bhp, although the majority of this increase has been gained from the fitting of new camshafts.



The new 36-valve V12 made its debut at Kyalami, where it was quoted as giving 452 bhp at 10,500 rpm. The P142 unit uses chain-driven overhead camshafts and was readily recognisable from the 36-valve unit as the exhaust manifolds exit within the vee (left). First appearance of the Ford DFV engine in an F1 Brabham chassis and the first appearance of the higher-revving 1969 DFV unit was at Kyalami. The chassis, the BT26A, is an improved version of last year's spaceframe (right).

Race: **Grand Prix of South Africa**

DATE and CIRCUIT	MARCH 1, 1969	WEATHER	HOT, DRY, OVERCAST.
LENGTH	80 laps of 2.55 mile circuit. 204.00 miles.		
CATEGORY	FORMULA 1. WORLD CHAMPIONSHIP ROUND 1.		
NUMBER of STARTERS	18	FINISHERS	9
WINNER	J. STEWART. MATRA-FORD	av. speed	110.62 mph.
FASTEST LAP:	J. STEWART in MATRA-FORD	No. 7	on lap 50 in 1 min. 21.6 sec. 112.50 mph.
EXISTING LAP RECORD:	J. CLARK in LOTUS-FORD		in 1 min 23.7 sec. 109.68 mph.
PREVIOUS YEAR'S RESULT:	J. CLARK in LOTUS-FORD		at 107.42 mph.



Entries

NO	DRIVER	NO	TEAM	CHASSIS	TYRES	DRIVER
1	G. HILL	LOTUS 49B-FORD V8	GOLD LEAF TEAM LOTUS	SHELL SHELL	FIRE	R49-6 DFV 801
2	J. RINDT	LOTUS 49B-FORD V8	GOLD LEAF TEAM LOTUS	SHELL SHELL	FIRE	R49-9 DFV 816
3	M. ANDRETTI	LOTUS 49B-FORD V8	GOLD LEAF TEAM LOTUS	SHELL SHELL	FIRE	R49-11 DFV 818
4	J. SIFFERT	LOTUS 49B-FORD V8	R. WALKER - J. DURLACHER RACING	BP BP	FIRE	R49-7 DFV 809
5	D. HULME	McLAREN M7A-FORD V8	BRUCE McLAREN MOTOR RACING	GULF GULF	GOOD	M7A-2 DFV 805
6	B. McLAREN	McLAREN M7A-FORD V8	BRUCE McLAREN MOTOR RACING	GULF GULF	GOOD	M7A-3 DFV 806
7	J. STEWART	MATRA MS10-FORD V8	MATRA INTERNATIONAL	CALTEx CALTEX	DUN	MS10-02 DFV 817
8	J.-P. BELTOISE	MATRA MS10-FORD V8	MATRA INTERNATIONAL	CALTEx CALTEX	DUN	MS10-01 DFV 802
9	C. AMON	FERRARI V12	FERRARI AUTOMOBILI	SHELL SHELL	FIRE	0009-69 2-69
10	J. SURTEES	BRM 138 V12	OWEN RACING ORGANISATION	SHELL SHELL	DUN	P138-02 142-001 not used in race
11	J. OLIVER	BRM 133 V12	OWEN RACING ORGANISATION	SHELL SHELL	DUN	P133 101-006
12	P. RODRIGUEZ	BRM 133 V12	REG FARNELL RACING	SHELL SHELL	DUN	P133-01 101-004
14	J. BRABHAM	BRABHAM BT26-FORD V8	MOTOR RACING DEVELOPMENTS	GULF GULF	GOOD	BT26-2 DFV 930
15	J. ICKX	BRABHAM BT26-FORD V8	MOTOR RACING DEVELOPMENTS	GULF GULF	GOOD	BT26-3 DFV 826
16	J. LOVE	LOTUS 49-FORD V8	TEAM GUNSTON	SHELL SHELL	DUN	R49-3 DFV 705
17	B. TINGLE	REFCO BRABHAM V8	TEAM GUNSTON	SHELL SHELL	FIRE	BT24-2 Type 740
18	B. van ROOYEN	McLAREN M7A-FORD V8	TEAM LAWSON	TOTAL TOTAL	DUN	M7A-1 DFV 810
19	P. de KLERK	REFCO BRABHAM V8	J. HOLME	SHELL DUCKHAM	DUN	FI-1-66
20	J. STEWART	MATRA MS80-FORD V8	MATRA INTERNATIONAL	CALTEx CALTEX	DUN	MS80-01 DFV 927
21	J. SURTEES	BRM 138 V12	OWEN RACING ORGANISATION	SHELL SHELL	DUN	P138-01 101-019 used in race numbered 10

Results

[illegible]

Retirements

[illegible]

Championship Points

J. STEWART	9
G. HILL	6
D. HULME	4
J. SIFFERT	3
B. McLAREN	2
J.-F. BELTOWSE	1

AUTOSPORT

Practice 1		DATE 26. FEB	WEATHER WARM. DRY.	Practice 2		DATE 27. FEB	WEATHER HOT. DRY
NO	DRIVER	CAR	TIME	NO	DRIVER	CAR	TIME
5	D. HULME	McLAREN - FORD	1m. 20.3 s.	14	J. BRASHAM	BRASHAM - FORD	1m. 20.0 s.
7	J. STEWART	MATRA - FORD	1m. 20.4 s.	2	J. RINDT	LOTUS - FORD	1m. 20.2 s.
2	J. RINDT	LOTUS - FORD	1m. 20.7 s.	5	D. HULME	McLAREN - FORD	1m. 20.5 s.
1	G. HILL	LOTUS - FORD	1m. 21.1 s.	9	C. AMON	FERRARI	1m. 20.5 s.
3	M. ANDRETTI	LOTUS - FORD	1m. 21.1 s.	3	M. ANDRETTI	LOTUS - FORD	1m. 20.8 s.
6	B. McLAREN	McLAREN - FORD	1m. 21.3 s.	20	J. STEWART	MATRA - FORD	1m. 20.8 s.
14	J. BRASHAM	BRASHAM - FORD	1m. 21.3 s.	7	J. STEWART	MATRA - FORD	1m. 20.9 s.
18	B. von ROOYEN	McLAREN - FORD	1m. 21.8 s.	6	B. McLAREN	McLAREN - FORD	1m. 21.1 s.
16	J. LOVE	LOTUS - FORD	1m. 22.1 s.	1	G. HILL	LOTUS - FORD	1m. 21.6 s.
20	J. STEWART	MATRA - FORD	1m. 22.9 s.	10	J. SURTEES	BRM	1m. 21.8 s.
21	J. SURTEES	BRM	1m. 23.4 s.	8	J. P. BELTOISE	MATRA - FORD	1m. 22.2 s.
8	J. P. BELTOISE	MATRA - FORD	1m. 23.6 s.	16	J. LOVE	LOTUS - FORD	1m. 22.9 s.
10	J. SURTEES	BRM	1m. 24.9 s.	15	J. ICKX	BRASHAM - FORD	1m. 23.1 s.
15	J. ICKX	BRASHAM - FORD	1m. 25.0 s.	11	J. OLIVER	BRM	1m. 24.1 s.
11	J. OLIVER	BRM	1m. 32.8 s.	12	P. RODRIGUEZ	BRM	1m. 25.2 s.
				19	P. de KLERK	REPCO BRASHAM	1m. 32.5 s.
				4	J. SIFFERT	LOTUS - FORD	1m. 33.1 s.

Lap Chart

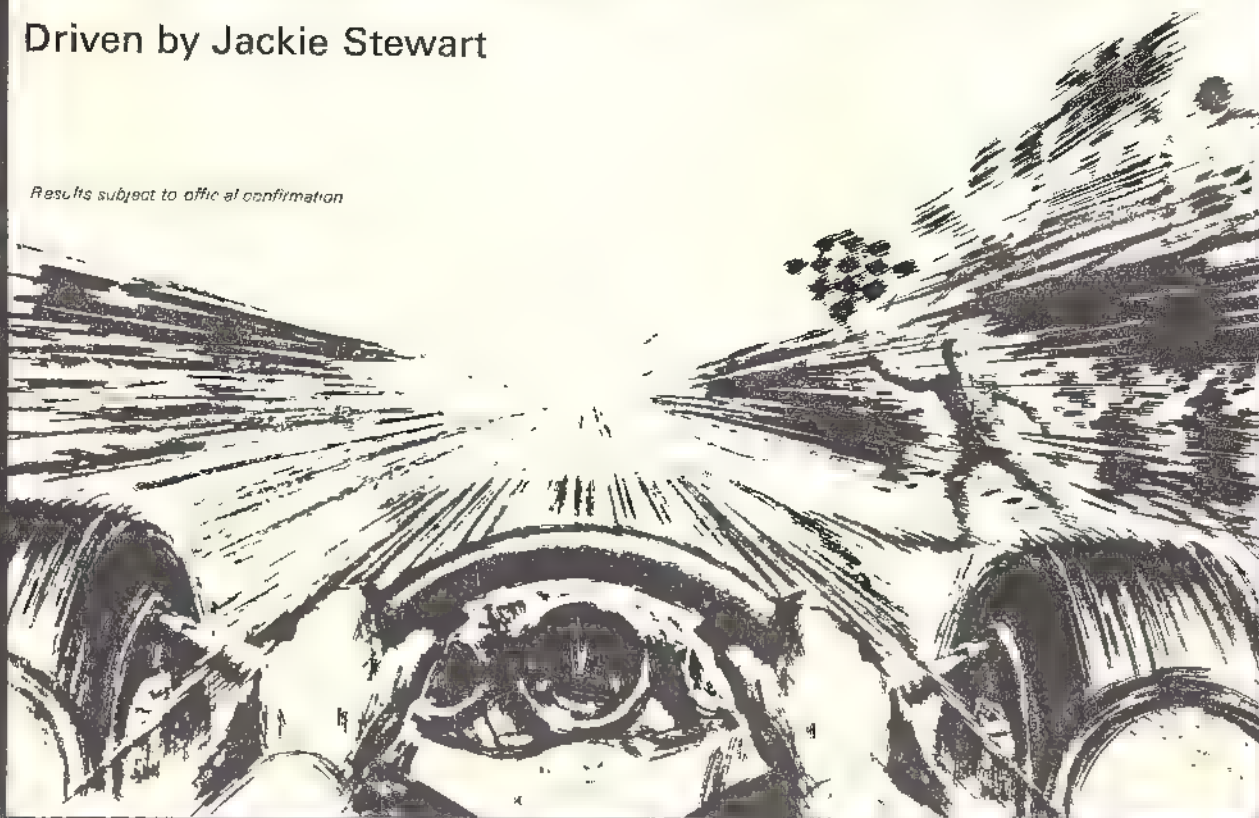
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Two firms that grew up together in the competitive world of motor racing . . .

ARCH MOTORS and SPECIALISED MOULDINGS

By JUSTIN HALER

THERE can be little doubt that Britain owes part of its eminent position in world motor sport to the flourishing and enterprising band of racing car manufacturers which has sprung up over the past ten years. Since the early days of Formula 3, the leading training ground for potential F1 men, British marques such as Lotus, Brabham and Cooper have led the field, aided in more recent seasons by the new generation manufacturers such as Titan, Merlyn and Chevron. The introduction of Formula Ford is enlarging their rôle and has also made them of great interest to the Chancellor of the Exchequer, for whom these firms now bring in plenty of foreign currency.

Naturally enough, individual drivers, teams and marques take the credit for winning races, but what is often overlooked are those firms who stay in the background and yet without whom half of the cars would never appear. AUTOSPORT's recent series of articles on various racing constructors has shared one particular common link. With few exceptions, the names of Arch Motors and Specialised Mouldings invariably arise when we go to see a manufacturer. So vital a part do these firms—chassis and body makers respectively—play, that no such series would be complete without a close look at the background and techniques of these firms, without whom, it would be fair to say, there would hardly be the current boom in racing car construction.

Arch Motors

ARCH Motors, like many of their customer constructors, are a product of the late 1950s, early 1960s racing boom, which has developed into what is now a thriving industry with half a dozen or so manufacturers now looking between them to four figure outputs. Specialised Mouldings also began at around the same time. Significantly both firms received their first encouragement from Eric Broadley, who was just starting Lola Cars then, and with such integrated purposes they have grown up alongside each other and always co-operated with one another, to the point today where the majority of Britain's tubular chassis and fibreglass bodies come from two factories next door to each other on a modern trading estate in Huntingdon. This town, incidentally, now looks like becoming rather like the Byfleet area, with the Charles Lucas Titan and engine-building concern having just moved there, and several others considering it.

The very beginnings of Arch Motors are rooted in Tottenham railway arches—"hence the name, which we never bothered to change"—where in 1958 Bob Robinson and Ted Young had a small business mainly geared to the production of motorcycle sidecars. However, there wasn't really much money in producing them and so these two former motorbike racers wrote around to various racing car constructors asking for specialist chassis building work. Their first reply came from Eric Broadley, who was just lining up his very successful Mk 1 sports-racing car for serious production.

The success of the light tubular chassised Mk 1—they built over 30 frames—led to not only more work for Lola, but also a reputation which prompted Colin Chapman to sub-contract some work to them on the F1 Lotus 24 tubular chassis. With these jobs behind them, Arch Motors had really arrived. Ted Young's brother Alan joined next and gradually their orders gathered momentum. Besides Lola's F3 cars and the Mk 4 F1 machines, they built an immensely successful batch of Lotus 23 sports-racers, and "by 1962 we had moved into a second arch and things were looking up."

Arthur Mallock found demand for U2s increasing and he started to sub-contract work, and then Motor Racing Developments entered the scene with the Brabham, which in turn largely sparked off the new breed of FF F3 constructors. Although Eric Broad-

ley had ceased to use the space-frame design at this time, their connection with him brought them quite a bit of work on the original Ford GTs of 1964, including the construction of the sub-assemblies. Bruce McLaren gave them the chassis building work on the first M1A G7 cars and Lotus turned over Type 31 F3 chassis production to the expanding Tottenham firm. By 1966 "we were bursting at the seams," recalls Robinson; "it had to be seen to be believed."

Together with Specialised Mouldings, they decided to move to Huntingdon in January 1967, where a modern 5000 sq ft factory solved their space problems, although now they are growing still more to cope with progressively increasing demand—"it's Formula Ford that's done it," thinks Robinson. The move also spelt the end of the times when they suffered serious seasonal lapses—"We

once did a big job for Courtaulds, it was mainly arc-welding for a rayon plant that they sold to Russia."

Such is the demand for the tubular chassis "we've never done a monocoque simply because we haven't been asked to, but we will . . ." that the Huntingdon factory has recently had a large extension, and now their major problem is the recruitment of skilled labour—"with both staff and space," says Robinson, "we can put our ideas on general efficiency into operation, and we can expand a bit all the time to keep pace with demand." However, their future plans not only include more racing cars, but wider horizons, once they can keep ahead of the demand for chassis. "We're prepared to turn to anything in the world of fabrication" Besides their early rayon plant work, Arch have built 80 crop-spraying trailers, as well as doing various fabrication jobs such as making up suspension components for the McLaren F1 team and the Honda F1 car.

Currently there are 40 employees on the books of Arch Motors, divided on welding and fitting, and they are averaging an output of about 20 chassis per week, and hoping to increase that figure in the coming months. Robinson is Managing Director of the firm, with Ted Young largely responsible for setting up the production lines, and his brother acting as Works Manager.

Few people know of the specialist techniques involved in making a space-frame chassis. The process begins with the manufacturer, who supplies accurate drawings of what he wants. A "basic" chassis is then made in metal by AM, and "when the bugs



New Zealand's Bruce McLaren has spent the winter months working on chassis: here he is preparing to put the finishing touches to a chassis on the main jig.



Prefabricated chassis members are mated to the frame on the main jig; here parts are just being clamped to the chassis ready for welding. Prefabrication in the making (right): a bracket is welded up ready to fit onto the main jig



The finishing touches are made to a tubular frame, which spends as little time as possible on the main



The end product: a new Palliser Formula B chassis, which has left the jig and now awaits only the stove-enamel finish.

are all ironed out, we jig it fully." The building of the jig—"this is one of our problems, we can't get enough skilled men"—is a relatively large operation, which on average will cost £260. A steel framework is made up from the manufacturer's drawing with all the major parts of the chassis sized on the jig, a good example being the suspension pick-up points. As many jig parts as possible are made detachable so that when a crashed chassis does come back for realignment there is more likelihood of being able to get it back on the jig. The drawings are always followed strictly—"we never make any design changes, but we sometimes suggest some to make production easier. We've never designed a complete car, but we probably could do from what we've learnt."

Four cutting machines are used to size tube to length and there is another machine to shape tube ends to fit together. As many parts of the chassis as possible are prefabricated. "we like a chassis to spend as little time as possible on the main jig from a time point of view"—and then the chassis takes shape with pre-cut tube lengths going on to the jig and being welded up, growing as prefabricated sections are added. The chassis is then ready to be taken for stove enamelling in the paint shop. The frame is put into AM's oven and the paint is baked at 250 deg F, and after an hour, it has a dark grey, durable finish.

One of Arch's big concerns at the moment is to keep up a smooth production flow. At Huntingdon their working space is split up into a small office, a divided man assembly area with stores department at one end, and the paint shop. "By prefabricating we don't have a whole cluster of people around the main jig, which is much more efficient." Thus while one man prepares Lotus 7 main side sections, for example, another can be forming the chassis on the jig. Then the prefabricated sections are added and the chassis gets baked, and so the process goes on.

It's worth bearing in mind at a circuit that Arch Motors, little known outside the trade, make the chassis for Lotus 7s, FF 61s, F5000 Lola T142s, F2/3 Brabhams, F3 FF Merlins, GT F3 Chevrons, F3 FF Titans, U2s, F3/FF Alexis, FF Royale and Unipower GT cars, which should entitle them to a little of the limelight after all!

Specialised mouldings

LIKE their long standing associates, Specialised Mouldings originally had no motor racing background. Peter Jackson, who founded the firm and runs it today, was an upholsterer for nine years. He was approached in the late 1950s to trim some glassfibre Adventurer motorcycle sidecars. This was his first real encounter with glassfibre—Fibreglass is a trade name—but soon the sidecar venture was abandoned when his partner pulled out. Peter's next partner was a man who had just left BEA. "He had about £2000 to invest and was looking for a suitable business," Peter got together with him and they decided to set up a firm making miniature plastic Vanwalls for children. However, this venture was shortlived: "after eight weeks—we had built the first pedal car and displayed it at a big plastics exhibition—he pulled out." That left Jackson on his own, but he was another person who had the fortune to meet up with Eric Broadley. "I showed him the Vanwall; he was impressed and asked if we could do anything on his sports-racer." That day in 1959 really marked the start of Specialised Mouldings and the start of racing car manufacture in Britain as it is today, with bodies and chassis sub-contracted to these two firms.

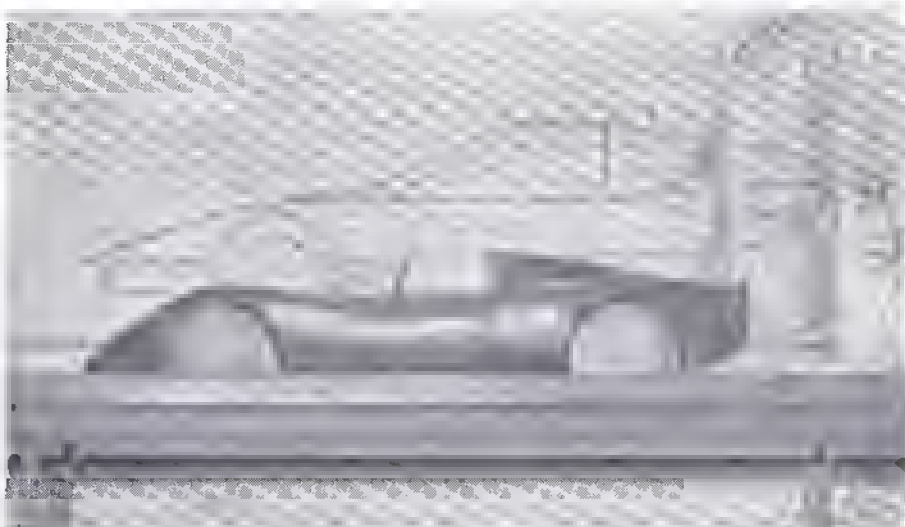
Specialised Mouldings' first premises were in a basement room under a secondhand shop in Thornton Heath with a small adjoining yard. "I explained that I had no money, so Eric and my bank manager lent me £50 each. We took moulds off Maurice Conn's aluminium panels for the Lola." At this stage Peter's brother David left the army and joined. "although he didn't know anything about glassfibre at that time, his pattern-making experience was invaluable." Two more men were taken on in the backyard set-up and then Specialised contacted Cooper, Jackson says. "I think it was they who really put us on our feet; it was the time that glassfibre was really starting to be used." That work prompted their move to a more spacious builders' yard at Crystal Palace in 1960. A limited company was formed and they now had seven men working there. "We built up the broken down sheds there ourselves as we had no capital; they were the real blood and sweat days."

Besides car body building, Specialised were also delving in industrial work such as murals

them the bodywork for the first MRD car in mid 1961. Merlyn later joined the fold,



David and Peter Jackson inspect the prototype McLaren M6G.



In the model drawing section is the quarter-scale model of Chevron's new B16 G6 car with a miniature "Datum" bridge over it for taking accurate measurements.



Carbon filaments are lined inside a Lola GT body (left). These recently-introduced filaments give added strength with less weight. In one of the prototype bays (right) work is taking place on the Chevron B16. The full-size "Datum" bridge slides to and fro on rails for measurements to be taken from all angles.

the Cooper contract was still going strong, and during 1963-64 they got plenty of work on the Broadley Lola and Ford GTs.

Jackson remembers the intricacies of the Ford GT episode well and praises Broadley highly "Eric insisted on a fibreglass body and not an aluminium or steel one as they wanted. The master mould came over from Detroit in a big crate; I said the finish wasn't good enough and so they sent another. We split up into sections and did all the work on those first Le Mans cars." Lotus were next to come to Crystal Palace for their bodies and the Jackson Brothers supplied them with first F1 and then Indy bodyshells. Subsequently they co-operated on the F3 41 and Europa designs Jackson for some time "had felt the need to make racing cars more attractive than they were in those days." Thus he employed his own stylist, Jim Clark, who worked in conjunction with Chapman on the styling of the 41, and freelance John Frayling, who did the same on the 46/47 series.

Methods have changed somewhat from the early days, when the procedure for a manufacturer was to give Specialised a quarter-scale model, from which they would make a master pattern and then take the moulds. "Nowadays on a lot of single-seaters especially, like the Titan, Chevron and Merlyn, the manufacturers give us a bare chassis and we model a body off them." The master pattern, which used to be of solid plaster, is now in a carvable plastic material—"racing cars are sculptured and then a mould is made and the master pattern destroyed." Once the glassfibre, which is impregnated with resin, has set in the mould, there is little afterwork to be done on a body section. The bodies are trimmed, ducting is put in and then they're polished ready for dispatch.

By 1966 the Crystal Palace premises were becoming a bit inadequate. "We put up another prefabricated building—it was a residential area and we couldn't get planning permission for a permanent place"—and so after discussing a move with Arch Motors, Specialised made the trip to Huntingdon and 10,000 sq ft of working space, taking with them 21 of their 22 staff. That was in January 1967 and now they have 43 workers. Peter Jackson is Managing Director, his brother David is technical director and works manager, and Jim Clark the stylist has his own department and is a director of their recently-formed subsidiary Specialised Design Associates, who mainly do industrial consultancy work. Roughly two-thirds of the staff are on production work, which at the moment comprises Brabham BT28s and 30s, Chevron B8s, 15s and 15Bs, Merlins Mk 11As and Mk 14As, Lola T70 Mk 3Bs, T142s and T162s, McLaren M6GTs and M10As, and then Unipower



The end product, in this case a Lola T70 Mk 3B body, is suitably impressive, the colour is gained when the body itself is moulded

GTs, the Palliser and Lotus 41C Formula B cars and various prototypes. The remainder of the staff are on prototype work, which at the moment mainly consists of the just homologated McLaren M6GT and the G6 Chevron B16. Another great Specialised claim to glory was their Ferrari body for the V8 with which Surtees won the 1964 World Championship, and besides doing the revised ducted nose for the F1 BRM P138 last year, Specialised's latest styling exercise in conjunction with a manufacturer is the new F1 Cosworth.

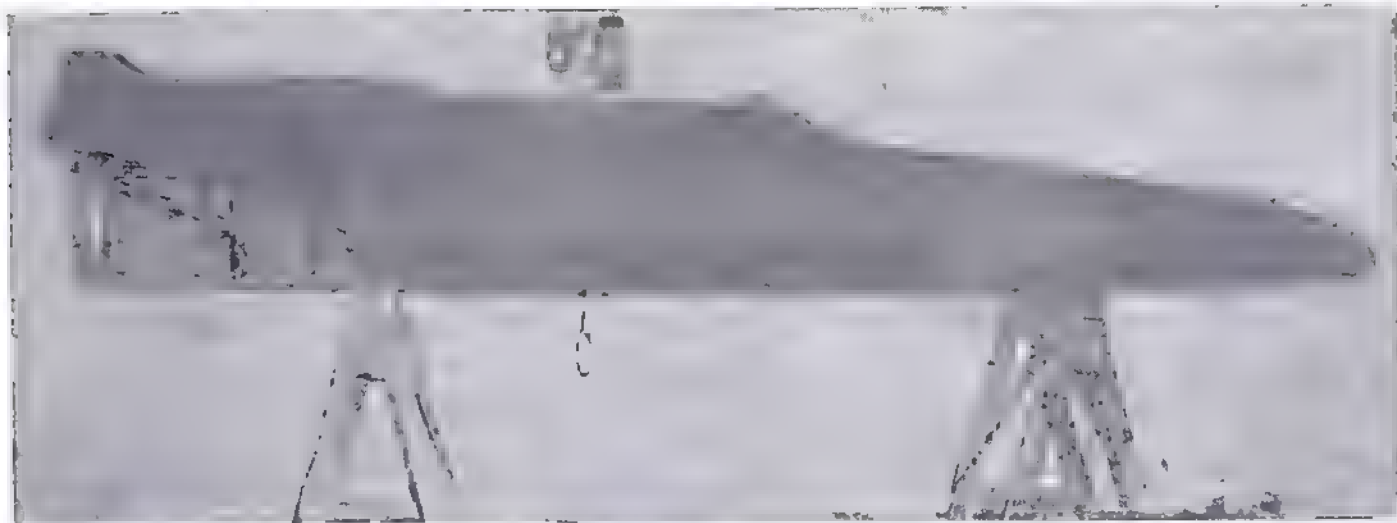
Sidelines apart from their work for industry and sculptors, including John Mills and John McCarthy, include the service which they currently offer to the big car manufacturers. "When they design a new car for, say, two years head, we can do a fibreglass body from a full-size clay mock-up much faster than they can do one in metal." Another new line started up in 1968 is the production of fibreglass hulls for the very rapid Class 3 speedboats.

At the moment the factory is split up into a fairly large production area, and four bays for prototype work, all with lockable sliding doors "so we can have one customer in to see his own car without seeing what the

opposition is up to." A quarter-scale model still forms the basis of any body, and when the customer is satisfied a master pattern will be made up, and from this the mould. A recent production innovation is the use of fine carbon filaments, which are lined inside the body. Developed at RAE Farnborough, these offer strength and mean that the body builder can make his panels 15% to 20% lighter without losing strength. They were first used in racing by the JW Ford GT40s at Le Mans, but recently the Penske Lola T70 Mk 3B with Specialised filamented-bodywork took the Daytona 24-hour race.

Specialised Mouldings, like their neighbours, have come a long way since their 12 ft by 12 ft backroom, and they too have more plans for expansion. They would in particular like to undertake a road car series. If their growth rate continues at its present rate there is no knowing what they will be doing.

It only takes a brief look inside these two firms to see just how vital a role they are playing and, unlikely as it is, if Huntingdon's motor racing specialists shut down their doors, the racing manufacturing fraternity would find itself hard put to make the cars which they are now selling so well.



After taking a quarter-scale model, a master pattern is built up from which the main moulds are taken. The master pattern, which is built from a carvable plastic material, is then destroyed. This is the master pattern for the wedge-shaped Palliser Formula B car, which has no orthodox radiator intake, but an underbody slot beneath the nose to which cooling air is directed.

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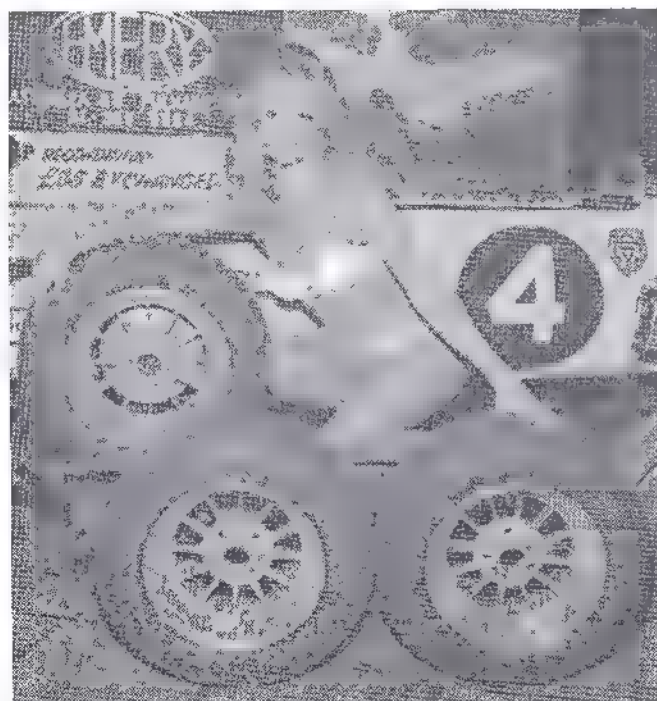
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"I couldn't get used to seeing the wheels go up and down."

BY JUSTIN HALER

ALTHOUGH he has been racing a variety of cars for several years with many victories to his name, success in the international sense of the word has so far eluded Keith Holland. Several times in his career, stretching back to the early 1960s, Keith has been on the verge of the big time, and then some last minute drama or other has stopped him midway. However, after the latter months of 1968 it looks as if he will now get into the higher echelons of racing where he belongs, for Keith started getting some drives in Alan Fraser's F3 Brabham BT21, which culminated in a splendid third place at Brands Hatch behind Tony Ianfranchi's Merlyn and Tim Schenken's Brabham in the Christmas meeting. So impressed was Fraser that Keith will now drive a Fraser F3 machine regularly in the major events and, with just an average amount of luck, his name should soon be an accepted one on the continental circuits.

Keith was born in Watford in 1936, the son of a very successful speedway rider. However, when he was young he showed little interest in any form of motor sport, and went to train as a jockey—"I was so small"

Halfway through, his national service interrupted, and after two years he left and bought an MGA, with which he did a few sprints. After leaving the RAF, where he had worked on ejector seats, he became a car salesman. A Lotus 7 replaced the MGA, and after a few modestly successful club races he met Tony Knight, who offered him several races in his Lotus 11. By 1960 the 11 was not really a competitive car, but he had some joy with it before Knight sold it and Keith involuntarily retired with no money to go on.

Keith continued to work in the motor trade and happened to be at a test session when his garage were testing the South African-originated GSM Delias, which they were then building. Keith asked team manager Ronnie Scott for a trial, and during that afternoon he lapped faster than GSM's number 1 driver Jeff Uren, which gained him a works drive immediately. With the GSM Keith really began to get known, setting up several 1-litre lap records, and always faring well in class. However, GSM gave up racing at the end of 1963 and Keith bought one of the works cars. Then he was offered a works-

assisted Diva alongside John Miles. With this car he again had a great deal of success, but then Diva too gave up racing. As a parting gesture he bought a 1650 model to complement his much modified GSM.

Keith left the garage, which was going through hard financial times, and set up the Holland-Apps Haulage Co with a friend. They bought a lorry on hire purchase and worked round the clock transporting rubble from a power station site. Soon their revenue went paid for itself and within 18 months Keith sold out his share of the business, which was now buying and selling commercial vehicles, and became manager of a service station. With the desire to get back into racing, he bought a 4.2 Ford V8 engine from one of Alan Fraser's Sunbeam Tigers and set about modifying the GSM to accept it. "It had no brakes," but he won his first race with it.

In June 1966 he was offered Tony Knight's immaculate racing E-type at the right price and so he bought that. Within three weeks he was approached by Alistair Crawford, who said that he would buy a half share in the car, and he would do the little events with it and leave the big ones to Keith. Keith soon proved to be so much faster than Alistair that it was agreed that Keith should do all the driving and Crawford enjoy the rôle of entrant.

For 1967 the E-type was retained and Keith started amassing wins with it, proving easily the fastest of the E-types doing the *marque* races that year. Crawford, Keith and Maurice Holmes formed the Molash Racing partnership (named after a small village near Maidstone). Keith's fame with the E-type had stood him in good stead and for the BOAC 500 he got a drive in Terry Drury's old Ford GT40, coming in 15th overall, despite "running out of brakes and losing two gears," and then Ken Baker handed him the DR Racing Mustang for a very successful weekend which yielded wins at Crystal Palace and Brands Hatch—"it was raining and the Mustang was on dry Indy tyres, but the car was so forgiving." Then came a drive at a Brands international in a Fraser Imp saloon, which also went well until the car put a rod through the side of its block. Towards the end of 1967 MRP ordered a Lotus 47. "Half the season had gone before we got it, and then we had to sort it out." However, he did a few events and won a couple, although the car proved troublesome. He also had drives in a works-assisted Lotus 51 for the first few races of Formula Ford. "It wasn't an easy chassis to drive—it oversteered and understeered," and after devouring several sets of shock absorbers and proving uncontrollable at times, Keith gave it up as a bad job.

He looked set for the big time in 1968 with such an impressive run of wins and drives the previous season. However, after only a couple of events in Terry Drury's brand new Gurney-Westlake-headed Ford GT40, he proved so much faster than the owner that friction came to pass and the two parted. The Lotus 47, which had spent several months being put right at the Lotus factory, still proved troublesome, and Keith's main drive during the season was in an 850 Fraser Imp, doing club championship races with suitable success. Then he got into the F3 Brabham in November—"it was so different and it took getting used to; it was like learning to drive again; what I couldn't get used to was seeing the wheels go up and down."

However, by December he had got the idea of the Formula, and Fraser promised him a regular ride in the BT21, which is being updated by the team. Alistair Crawford will probably sell the 47 and get a big saloon—a Falcon perhaps—and Keith hopes that this year he will really make some progress and ultimately get into F5000—"the thought of all that power is really exciting, and I think that after the E-type I am quite well prepared to handle a powerful car."



Keith Holland at Brands Hatch in the Alan Fraser F3 Brabham BT21. He will be seen regularly in a Fraser F3 car this season.

THE STRUCTURE OF

BRITISH CLUB RALLYING

By MARTIN HOLMES

IF motor sport has an outlawed black sheep brother, it is club rallying. If there is a sport determined to succeed (despite restrictions, rising expense and lack of official encouragement) it is club rallying. If ever a sport is misunderstood, if ever a governing body goes about seeking to keep the untidy remains firmly out of official view, if ever there was a sport which is crying out for guidance and leadership, it is club rallying.

About the only good thing that has happened to the sport over the last few years has been the legislation which had the effect of controlling it, and the reason it was a Good Thing (with apologies to Messrs Sellers and Yeatman) was that for the first time someone had taken official notice of the sport's existence. It seems incredible that a sport which gives its followers such enjoyment and sense of satisfaction should be so disorganised. The reason behind this unhappy state of affairs is that rallying needs tremendous understanding—only those who have actively participated for a number of years grasp the issues and problems which can arise—and that so few people ever compete outside their own little region; even if they understand what happens in their part of the country, they know little of what happens elsewhere.

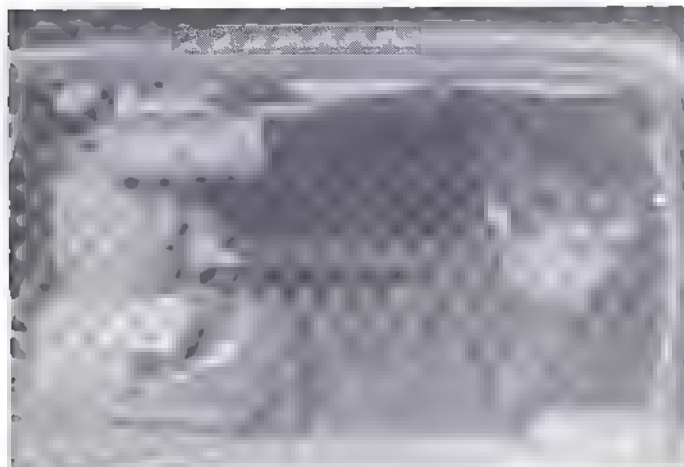
Rallying is a classic example of a sport which caters for every taste and every size of pocket, although serious rallying will, if anything, always be more expensive than, say,

racing. The effect of this is that people dabble in rallying much more than in most sports, personalities are much more numerous, and inevitably the sport becomes even more difficult to understand than ever. We, of course, are only interested in understanding worthwhile rallies, and to this end it is important to grasp the exact nature of the structure of the sport.

As in every other sport run under the RAC, membership of a club is a basic essential since, as readers will know, closed events are only open to members of the organising or copromoting clubs, and restricted events are only open to members of the invited clubs or associations. Unlike in racing, no dominant clubs have emerged to organise activities and give value to budding newcomers, and whenever a club emerges as "the local club to join," it only remains so while some well-known figure has the time or inclination to guide that club along the right lines. So it is very much a hit-or-miss prospect for our budding Timo Makinen: either he arrives one clubnight and happens to fall into conversation with the association champion, or we never hear of him again. The local associations are, however, one of the better schemes of the RAC, for these co-ordinate local activity and liaise with the powers that be in Belgrave Square. They also run championships for members' clubs and, although success in a local association is usually very little quali-

cation for winning the country's big events, at least they are something at which the newcomer can aim. To give credit where it is due, some associations are very well run, and in the south of England success in the London Counties Association in the last few years was really something of which to be proud. Equally, some championships have been decided on a mere half-dozen qualifying events or so, and then often only after long and hard post-rally wrangles.

The RAC have for many years run an almost unknown championship for competitors (drivers only) in the big national and international events, but what with the decline of national events—largely following insurance restrictions on competitors' compulsory third party risks—hardly anyone ever sets their sights on this championship at the outset of a season. For a start, the list of qualifying events has often not been published until almost half of the events have been held! By far the most rewarding series which has been run for a number of years is the MN drivers' and navigators' championship, for in this all internationals are spurned, and the great majority of events are of restricted status. It is an honour to hold one of the 20 or so rallies to be chosen, and the clubs know full well that if they run into organisational bothers they will not be chosen another time. The RAC championship, in contrast, depends more or less on qualification.



The reigning MN champions, Colin Malkin and John Brown



Supersport brothers Ian and Rod Cooper.



Don Barrow



Roy Fidler



Bob Bean



Will Sparrow

The events

Rallies fall basically into two categories: road rallies and stage rallies. The two characteristics are often intermingled, but it can fairly be said that by far the most exciting development in the sport recently came on the day when the Forestry Commission permitted ordinary club events, if run on behalf of one of the local associations, to use their land. The inter-club squabbles which have resulted out of this arrangement have been and will doubtless prove to be endless, and there have been many cases of the wrong clubs being asked to promote forest rallies. But ask any enthusiastic rallyman who aspires to stardom and he will tell you that one stage mile is more enjoyable than 100 miles on the road.

It is not necessary to go into the forest for your stage events, for there are innumerable private venues where sympathetic land owners will allow cars to race along, but the vast number of clubs which feel that they are competent to run rallies, and the small number of these venues, makes one wonder if it would not be preferable for individual clubs to have sole rights to private land, and for each club concerned to be invited to organise stages at the same venue each time. I know that if I owned a goodly estate, abounding in roads which rally drivers enjoy, I would far rather deal with one club each time, instead of having every little club for miles around knocking at my door every month.

Stage rallies enable rallying to take place during the daytime, with obvious advantages, whereas road rallying must for safety's sake take place when the children and animals are safely indoors, and when the roads are (almost!) clear. Road rallying is really at the heart of the misunderstanding which afflicts the sport: organisers want road rallying to be "road racing" held under controlled conditions, and the RAC feels it cannot support such an attitude, and makes rules and regulations which have the effect of concealing what is really going on. This breeds the "outlaw" aspect; it cultivates methods and means of making the sport appear to be other than what it is. It causes all the misunderstanding, and deters the outsider from appreciating what it is all about. Why is rallying wrong? Why can't laws be altered so that lonely mountain roads are closed in the middle of the night? Why do we have to put up with being regarded as the black sheep of the sport?

The drivers

What makes a rally driver tick? A successful rallyman has an insatiable desire to win, and serious rallying (of the type which can be had, by and large, in the MN championship, gives a determined driver a chance to succeed. From time to time a driver emerges who is head and shoulders above his fellows, and the obvious example of the moment is Colin Malkin. But Colin, as with many other drivers, only really arrived when he teamed up with a navigator who is exceptional. John Brown teamed with Colin on last year's Cambrian Rally, and Colin has not looked back since. Take the National Rally of the Vales last September, when an early 10-mins delay put them well down the field: John took Colin across open moorland and recaptured practically all that lost time all in one go. They won. Colin has a determination to succeed unequalled in the club rallying world these days, and is by far the best driver.

John Bloxham toyed with all sorts of motor sport until he teamed up with Vaughan Bond on rallies but, good as Vaughan is behind the maps, it was only when John teamed with Richard Harper that rallying suddenly became worthwhile. In 1967 John became involved in a gruelling duel with Jimmy Bullough for the MN crown, and eventually lost, but in any other year it is pretty certain he would have won hands down. Bullough only emerged from the wings as soon as he started teaming

with Don Barrow; he had been rallying for years with different navigators, but it took Don to make the difference. In Jimmy's case he had another valuable experience: he took Roy Fidler with him on the Monte in 1967. Roy has long been one of Britain's most natural drivers, and he gained many works rides when Britain had lots of little manufacturers and they used to believe in rallying; his age and business commitments stop him from being paid to rally any more. When Roy enters, it is time to pull out all the stops. Roy is rally experience personified, a living example of how to succeed through understanding. He is one of the few drivers who can win rallies without having exceptional navigators with him—he can understand the problems for himself.

From month to month a bright new driver springs up to steal the headlines—this really is one of the great attractions of the sport—and the man of the moment is young Nigel Rockey from Downend, Bristol. Rockey has been competing for several years in Cortinas, with varying success, but suddenly the acquisition of an Escort Twin Cam has brought a string of good results, culminating in a win on round 3 of the 1969 MN championship, the Palmer Tyres Seven Dales last month. By and large, only people in the trade can afford to compete for more than just a short while, and folk like Yorkshire's Jack Tordoff and Eric Jackson spring to mind as trade men who are great rally drivers.

The whole question of finance and sponsorship is in the melting pot at the moment, now that the RAC have begun to sanction advertising on cars. Only a very few compete to advertise their own products, but the extremely consistent pair Rod and Ian Cooper are a crew who do. Rod is a director of Supersport Engines Ltd, in Acton, a company which started in the smallest way and which has literally made its way through rallying, a rare example. Most large motor traders who are active competitors rally primarily because they



The Imp of David Oliver Graham Gale about to start 1967 Sutton & Cheam MC Tempest Rally



The Ford Escort TC of John Bloxham/Paul Stephens crests a rise on its way to fourth place on the 1968 Wolverhampton & South Staffs Express and Star.



want to compete, and would not hope to try to justify their expenses. But in a year's time, maybe this will change.

The navigators

What constitutes a good navigator? Basically experience is the prime ingredient. There are very few big rally winners who have not been around the "circus" for years, people like Don Barrow, Barry Hughes, Randal Morgan and Derek Tucker having outlasted the successful careers of many outstanding drivers. These people know much more than the average navigator: they have personal knowledge of tricky junctions, uncertain tracks, the likelihood of roads being passable in the prevailing conditions and so on, apart from having other requisite qualities such as concentration over long periods. Club rallying does not demand the long weeks of practice necessary for continental rallying, and so long as navigators have good pacenotes for certain frequently used roads (such as the Epynt Ranges, which is temporarily not available), these together with their local knowledge are enough. Barrow was the champion navigator many years ago to Reg McBride, and was winning rallies in Wales and the Peak District when many of today's leading drivers were still at school. Like many of his generation, he had a brief spell in a works team (finishing second on the RAC with Timo Makinen in 1964), but never repeated the outstanding club rallying successes in the bigger events. All his wealth of experience is now at the disposal of Jimmy Bullough, so their success is not surprising. Barry Hughes lives much nearer rally country than most navigators, and often he is teased for being able to pronounce Welsh names. But this is no bad thing. When the Bolton Rally used a brand new mountain road in 1966 to the south of Llangadfan, he was one of the few people on the rally to know of its existence before the start. This did not lead to his victory, but at least this sort of superiority

is of immense comfort to a driver.

How are rally aces bred? The path to success is a long or lucky one, for there is every available excuse for falling by the wayside. But since the advent of stage rallies, there is at last an opportunity for a natural driver to shine on his own accord. It is always a good idea to study results fully (not the results actually printed the following week by the magazines, for these are naturally liable to error, but those published eventually by the organisers). Take the recent London MC Norwestor Rally, for example: it was a selective event instead of a stage one, but this does not affect the issue when the organisers arrow the route as well as LMC did. There was a back marker at number 132, John Heap in a Cooper S, who scored a third fastest time, enough to make anyone sceptical of the timing until one saw that on the previous stage he was 11th fastest, and earlier he had been always in the top 20. One suspects that with a clear run, no baulking, no rutted tracks, no obscured arrows, and above all an expert navigator, our John Heap, or whoever it is from time to time, will become an expert driver. But the chances of attracting attention by his own merits are always slim, but there are very few expert navigators available, and the available ones always have an abundant selection of available drivers at their command!

The navigator will only get the experience needed after years of plodding along in the lower numbers, gradually getting higher in the entry list with every decent result, and by competing as often as possible with as many different drivers as he can. So many young rallyists tend to team up with one particular driver and this seldom brings the successes desired. Navigators have a far cheaper time than the drivers, so they have a greater opportunity for experience. A good club is an essential, for only a good club will provide an available selection of keen drivers, ready to sacrifice their cars and fortune for the navigator's benefit.

The future

What of the future of the sport as a whole? It is amazing how active the sport is in view of the lack of encouragement it receives from official quarters. Unless we see a change of heart from our governing body, it is bound to continue as a disorganised sport. To run the sort of events which competitors want, organisers have to sail very close to the rules, and of course the RAC do not want to know very much about what goes on. But it is the RAC who makes those rules. It is the RAC who say that average speeds on the public roads (now endorsed by legislation) must not exceed 30 mph, thus forcing the rallies into the narrowest little lanes, at the mercy of the local inhabitants. Rallies have proved that they can be safely run other than strictly in accordance with the rules, but of course nobody can brazenly say they have proved for themselves that it is safe to have averages of over 30 mph. The last man who told that to the RAC was banned from organising! Again, it is a case of misunderstanding.

Allow rallies to run as they are in fact run, and then the sport would come out into the open. Keep it as it is, and no wonder it is the black sheep. Bring it out into the open and make it respectable, and the opportunities are limitless. The money would follow, just as it has flowed into racing; forest rallies could be a financial possibility for little clubs; new drivers would have much more chance to prove their abilities, and people the country over will begin to understand what it is all about.

The first time a local inhabitant watching a rally asked me how many more laps there were, I thought he was being sarcastic. I have been asked that question too often for the joke to be a coincidence. It is not a joke, it is a sorry symptom of the present state of club rallying.



The Cooper S of Rob Lawrence/John Morgan, winners of the MN championship, near Swallow Falls in North Wales during last year's Shenstone Rally.

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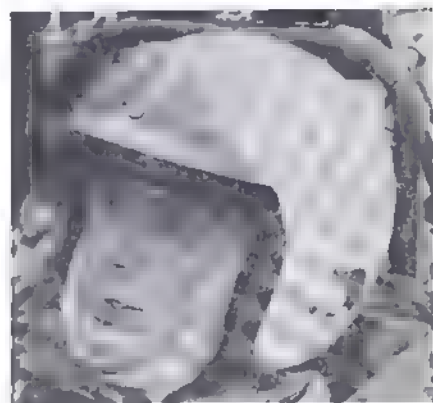
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Evening News

How I won the Tasman Series

CHRIS AMON talks to EGIN YOUNG



CHRIS AMON is a quiet New Zealander. He's 26, and for the past two years he's been the number 1 driver for Ferrari. He has just won the Tasman Championship, scoring four wins in seven races against tough opposition that included world champion Graham Hill and Jochen Rindt in factory Lotuses. Amon's title win becomes all the more creditable when you appreciate that it wasn't a full factory effort with the driver just turning up with his hat and gloves on race morning. This year Amon masterminded a full tour of seven international races on the other side of the world from Maranello with two cars, and still managed to take time off from organisational work to win the New Zealand Grand Prix, the Levin race a week later, the Australian Grand Prix at the beginning of February, and then Sandown.

"The cars have been entirely our responsibility since they left the factory gates, but obviously I've had tremendous assistance from Ferrari. They've air freighted out any parts we've needed, and they have supplied all the information we have asked for. I greatly appreciate what Ferrari did for me because the Tasman Series is a helluva long way from them; financially they can't hope to make much out of it, and commercially there isn't much hope of doing anything with sales of production cars, so it's extremely good of them to supply us with the Tasman cars."

The Ferraris driven by Amon and his British team-mate Derek Bell were 1968 Formula 2 cars fitted with 2.4-litre versions of the flat-built Dino V6 engine. I asked Amon how he had viewed the series this year when he considered launching another Tasman programme. Had he thought he would be com-

petitive against the works Lotuses and Courage's Brabham with their 2.5-litre 350 bhp Cosworth-Ford engines?

"We started thinking about this in August last year, and I think I probably expected to have an easier win than I in fact did have. Jimmy Clark was going to be missing this year and I rather thought that this alone would make it easier. Since our car had been raced a lot and had been successful during 1968 F2 racing (which it certainly hadn't been in 1967), it was going to be better developed. We had about 300 bhp from the V6, with a stronger power curve than we had last year, and the handling was very good, but we didn't count on the large developments that other people had made with aerofoils; I think that if we had all come out without wings, nobody would have seen which way the Ferraris went."

"Our chassis-mounted wings were a bit of a problem because they weren't really doing a good enough job. We were using F2 springs and they weren't coping with the extra torque from the bigger engine and allowed the car to squat. Then every time we cranked more angle onto the wing, we came closer to being sold on the springs and bottoming. For the Australian Grand Prix at Lakeside we got stiffer rear springs out from the factory, and this made all the difference because we could run the wing at double the angle we'd ever had before, we could extend the front spoilers on the nose, and for the first time in the series the car started to understeer."

"I thought that if we were going to have any problems it would have been with the engine, since we'd had sealing ring troubles during testing, but they fitted modified sealing rings and this cured the problem. We brought

out two engines for each car, and we lost one with a broken piston at Levin, but apart from that the engines were great. The mechanics did a good job, but they've had to work hard and they've had very little time off. With only three engines we had to rebuild one each week between races, whereas the people with Cosworth engines only had to stick them on a plane to England and they'd arrive back repaired. Our boys had to look after the engines as well as the chassis, while the others simply lifted out the engines and concentrated on the rest of the car."

The mechanics Amon used on the series were Roger Bailey from England, one of few Englishmen allowed to work for Ferrari, and New Zealanders Bruce Wilson, David Liddell, and Peter Bell. Liddell was one of David McKay's Scuderia Veloce mechanics who worked on the P4 Ferrari when Amon raced it in Australia last year.

Paperwork

Chris has earned himself some sort of reputation as a rather inept organiser, concentrating more on his polished racing skills than the paperwork pertaining to the racing business, but this Tasman Series rather proves his reputation wrong. "In fact, I found it easier to set things up this year than I did last year, when we only had one car. This time we knew what it was all about and we had a lot fewer dramas. Last year it was all sort of rushing about and not really knowing what would happen. We've had a lot of assistance from David McKay in Australia, which has been great because we haven't had to worry about tow cars and trailers. This organisation was partly responsible for our 1-2 win in the Australian GP at Lakeside, because we were working on our cars in Sydney at 10 am on the Monday morning after Teretonga and we were testing at Lakeside on the Friday, whereas the others didn't get their cars clear of Sydney Customs until the Thursday."

Amon's choice of Derek Bell as his Tasman team-mate has done a lot to improve Bell's style and outlook, and Ferrari will almost certainly give him a few Formula 1 drives this season, rather than keeping him in reserve. Chris says, "I thought Derek did very well. I didn't expect him to do wonders, because he has had very little experience—probably a lot less than some of the New Zealanders he was racing against. He's been consistent and he hasn't been hard on the machine. The series has done him a lot of good, and I thought he drove very very well in the rain at Warwick Farm to finish second."

Last year Jimmy Clark and Chris Amon had some torrid races, but this time the Lotus charger was Jochen Rindt with a 49B, while Graham Hill was saddled with the older model 49. "Jochen was undoubtedly our toughest opposition. With the possible exception of Lakeside and Pukekohe, he was definitely faster than us. If his half-shaft hadn't broken on the line at Teretonga nobody would have seen him, and I think the same thing applied at Warwick Farm, which is an



Amon follows his team-mate Derek Bell during practice at Sandown Park

ideal Lotus track. I liked Lakeside best in the series because I'm sure that, even if Rindt had been in it with a strong engine and Courage hadn't gone off the road, I still could have won the race or at least been right there at the finish. I really felt that the cars on that track were greatly improved on what they had been in New Zealand."

Amon has had a sort of fairytale racing career, being rescued from certain obscurity Down-Under by Reg Parnell and established in European F1 racing. I asked Chris if there were any local drivers who had impressed him on this trip. "The person who stood out most was Graham McRae. I followed him for a lap and a half at Levin simply because it was quite difficult to go faster than he was. He is obviously a good engineer since he has made a great job of building his own car, and he certainly drives it well. He's one of the few people I've seen out here who throws his car around, and this is what you have to do. He impressed me because he was really getting stuck into it and he obviously had good control." McRae plans to try his hand at racing in England this year after encouragement from several of the international drivers.

In Europe motor racing is established and accepted, and high standards of tracks and organisation are expected, but on the Tasman series major races are held only once a year and in the past there have been grumbles about organisational shortcomings. But Amon doesn't necessarily agree.

"You can't compare this series out here with anything anywhere else. There were discussions about the width of circuits and flag marshaling and fire precautions and safety precautions, and several journalists have said we would never race on these circuits in Europe as far as the safety thing goes, and that the GPDA would never approve it. But you know all this before you come out here. I don't think it's possible to force the organisers to do the things we would have them do in Europe, because they're just not able to do it. You've got to accept this or kill the series. If we insisted on all this sort of thing there would probably be only a couple of tracks that could keep going. The same goes for the local drivers, who are criticised from time to time. Obviously they are much slower than we are, and their cars are slower, but you cannot have them out of the race because it wouldn't be a race without them. Everybody is aware of this before they come, and if they don't like it they needn't come. There's not much point in coming out and bitching, otherwise there won't be a Tasman Series."

Vexing future

The future of the Tasman formula is a vexing subject at present, since the New Zealand organisers now seem to favour Formula A combined with F1, but the ruling body in Australia has been very much against this change. As it stands, the 2.5-litre formula lasts until the end of 1970. Amon thinks they should make up their minds and act now.

"I personally believe they should change it now. There is a marked reluctance from the local people to buy 2.5 cars because they don't know how long it's going to last. I reckon they should change to Formula A up to 4 litres pushrod, combined with F1. I don't see that there's any other possible alternative. To go to the 1600 cc F2 can have no direct benefits at all. The cars would be just as expensive as Formula A, and you'd be giving the public something which is pretty much second best. I'm sure we could bring out an F1 car for the same sort of money we could bring an F2 for, and since F2 isn't such a spectacle, why have it?"

The Tasman Series in the past has been regarded as a frolic in the sun while Europe freezes, with maybe a few motor races tossed in at weekends, but this year for some reason there wasn't much of the usual hilarity. "I've regarded the series as a serious motor racing exercise," says Amon. "It's had to be this way because financially it's got to be a success.



Detek Rees in the 1.6-litre A-Tam impressed the only Amon and most of the Tasman contingent, but also Graham Hill, with whom he shared two much of the race.



New rear stronger springs enabled the wings of the Dino Ferraris to act much more effectively; here a mechanic adjusts the hydraulically controlled aerofoil.



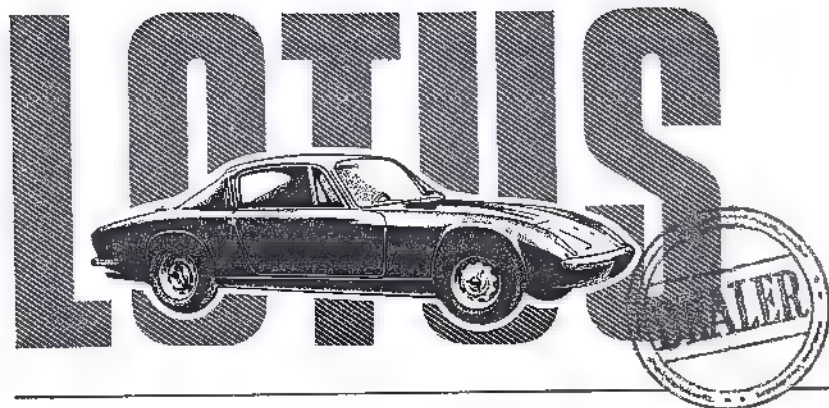
Of all the local drivers in the Australian and New Zealand races, Amon was most impressed with Graham Macrae. Macrae plans to try his hand at European racing in the near future.

Last year I lost money on it, and I didn't want to do the same again this year. I've been given the cars from the factory and I'm supposed to be their number 1 driver, so it's a responsibility to do well every time I get in the car. The Tasman Series is a little less formal than F1, but I must say that this year I've had the feeling that it's all more serious than before. I get the impression that other people have been taking it more seriously than possibly they're prepared to admit. Anyone who tells you they came out just for the fun and the sun this year isn't telling you the whole truth."

Shipping a pair of racing cars and the attendant mountains of spares, together with mechanics and team personnel, half-way round the world is an expensive business, and Chris was extremely fortunate in the assistance he received from Ferrari. "We fortunately didn't have a great capital outlay because

we didn't have to pay for the cars. We pay a percentage of the gross to the factory and take it from there, but if it wasn't for this help from Ferrari I'd find it very difficult to buy a car, do the series and have it look anything like a financial proposition. I don't really think you could do it. The factory really have been a tremendous help."

Amon's Tasman-winning title total came from a pair of wins at the start of the season at Pukekohe and Levin, a pair of thirds at Wigram and Teretonga when the problem with rear springs started to show up, a win at Lakeside, and a DNF at Warwick Farm when he was knocked out of the rainy race on the first lap in a tangle with Piers Courage, his only points challenger—so Amon was able to trudge back to the pits damp, disgruntled, but still the winner of the 1969 Tasman Championship. Then, to end on a high note, he confirmed his title with his Sandown win.



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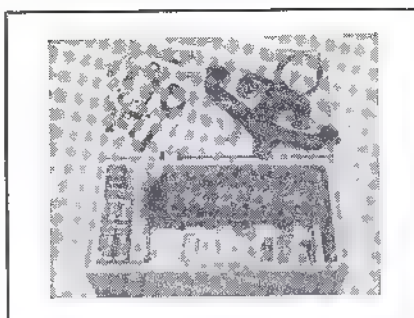
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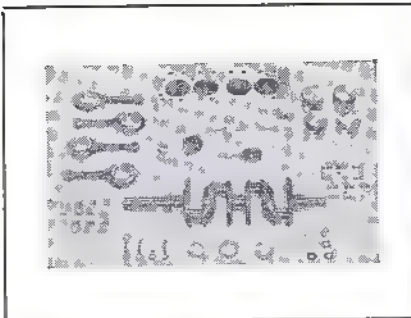
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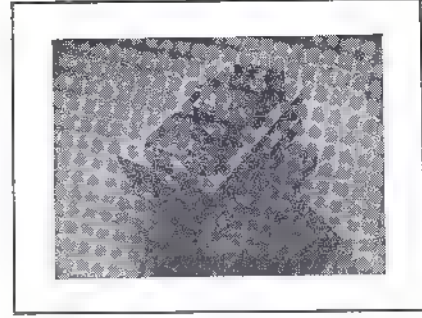
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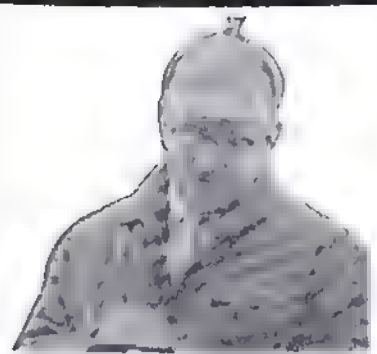
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ROAD TEST by John Bolster

Opel Commodore Coupé



A smart German with an American accent

THE Opel firm goes back into the mists of time, and once there was a great racing tradition, with some fine Grand Prix cars to carry the name. Between the wars General Motors reached out and grasped the Russelsheim factory, and the emphasis was at first on the mass production of the smallest model. Since then, Opel has again entered the high-performance market, and the 5.4-litre Diplomat coupé can blow almost anything off the Autobahns.

The Opel Commodore, which is the subject of the present road test, comes in the middle of the range. It was introduced in 1967, and is available in high-performance form for rallies and kindred diversions. The car presented for our test was the standard coupé, with some extra equipment which is detailed in the data panel. It is quite a substantial car, and though it is a two-door coupé there is ample accommodation for four or five people. It is surprising that the impressive bonnet contains an engine of only 2.5 litres capacity.

A straight-six with over-square cylinder dimensions, the power unit has a single chain-driven overhead camshaft, and the crankshaft is on seven bearings. It is, in fact, a most substantial unit and fairly heavy for its size. Unlike some other General Motors cars, the six cylinder engine has the correct double manifolding for the exhaust, and it has a net output of 115 bhp at a moderate 5200 rpm.

The engine is mounted well forward in the chassis, with wishbone suspension in front and a positively located rear axle on helical springs. There are anti-roll bars at both ends and the test car had power-assisted steering. There is also a servo for the brakes, with discs in front and drums behind.

Entry is easy through the large doors. The interior treatment is well done, with plenty of padding and a dished steering wheel. This wheel is of useful diameter with a narrow wooden rim, which is very pleasant to hold. I know that there is a fashion for soggy little wheels in imitation of the racers, but the correct wear for single-seaters may not be ideal for more roomy cars. The seats are comfortable, with reclining backs, and the driving

position is excellent, with a well-placed central gearlever and a good all-round view. The instruments are attractive, while the steering wheel spokes are arranged not to obscure them, and the wheel is locked when the ignition key is removed.

The engine starts at once on the automatic choke but can be difficult if stalled when half warm. The carburettor of the test car was evidently not well tuned, a marked flat spot sometimes appearing when sudden acceleration was desired. I presume that this fault applied only to "my" particular car, but I must report on it as I found it. Apart from this, the engine is extremely flexible, and though it does not give very great punch at low speeds, it picks up sweetly and, at the other end of the range, revs smoothly and quickly.

The gearchange is very pleasant, the lever being spring loaded towards third and top. The gears are quiet, the back axle sharing this virtue, and it is pleasant to stay in third on winding roads, with plenty of power for quick overtaking. In normal driving, the behaviour of the rigid rear axle is exemplary, but the fierce getaways which are necessary for acceleration causing it to hop, thus promoting wheelspin. This is odd, as it appears to be well located, but perhaps the rubber bushes are flexible to avoid transmission of road noise.

Top-gear acceleration

A most impressive characteristic is the car's vivid top gear acceleration in the upper ranges, where it belies its moderate engine size. It sweeps past the 100 mph mark in contemptuous fashion, and will maintain this speed with no sign of distress. This is evidently a car built for Continental motor roads, where the rapidity with which it achieves a high cruising speed would be a much appreciated feature.

Equally impressive is the ride, which is outstandingly good for a car with a rigid rear axle, and the stability is also excellent in side winds or over changes of camber. The anti-roll bars at both ends of the car keep the body from leaning noticeably on cor-

ners, while the suspension has been calculated to restrict pitching. This is an understeering car—hence its stability—but it feels well balanced both on wet roads and dry. The optional power steering is very light at all times and some drivers might take a little while to get used to it, but personally I was enchanted with it and could find no fault.

Quiet ride

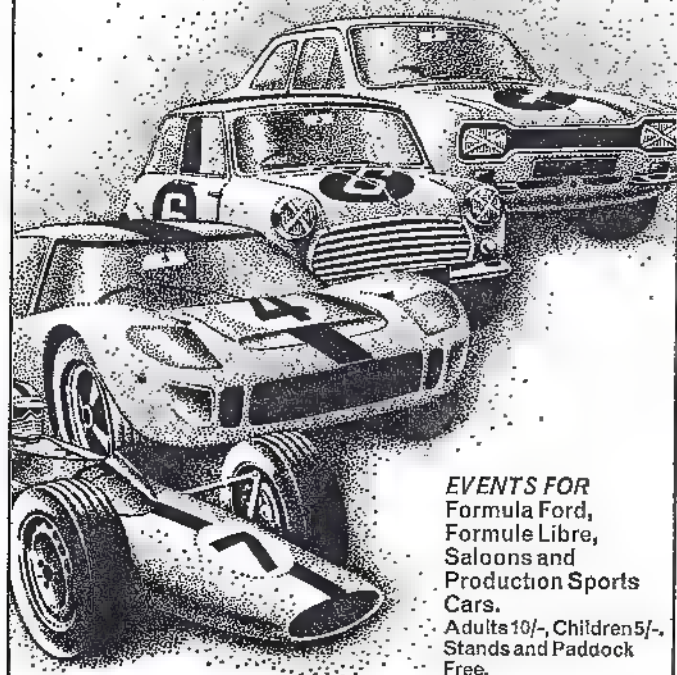
The brakes are well able to cope with the weight of this fairly large car and are light and smooth in action. The insulation of road noise is effective and the sound of the wind does not obstruct. The engine is also quiet, even when accelerating hard, though the experienced ear can occasionally detect the muted sound of an overhead camshaft. The ventilation system makes extraction at the rear of the body and the heating and de-misting are efficient.

In spite of punitive import duties, the Commodore Coupé is not expensive in England. Its looks will appeal to many, for it has most of the size but none of the over-statement of Detroit styling, with a hint of Continental chic. It is also different, and its finish and interior trim give it an air of quality which one associates with the upper price brackets.

Getting down to fundamentals, the Opel has plenty of speed, but if its moderate engine size gives reasonable fuel economy it also excludes the possibility of fierce acceleration commensurate with its V8 appearance. Compared with most of its competitors, the car gives an unusually smooth ride, though the design of the suspension seems entirely conventional upon casual inspection. The Commodore is an impressive car, but it is not in fact as heavy as it looks, so with a less restricted induction system it would be quite a ball of fire.

In conclusion, I found the Opel Commodore an interesting car to test. In many ways, it is unmistakably a General Motors product, yet it carries the marks of German engineering. It will appeal to the man who wants something different at a not too outrageous price, and it is above all a car of character which never becomes a bore.

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 (Practice from 9.00 a.m.)



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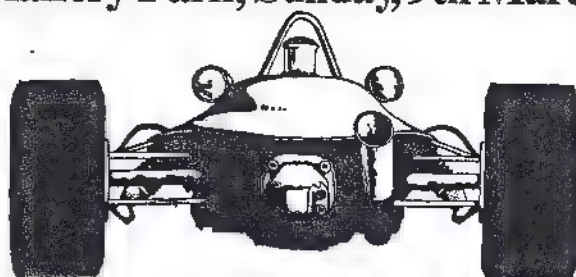
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Sprints/Hillclimbs

Chilly CUAC Snetterton to Harris' DMF

LAST Sunday the Cambridge University AC ran their annual sprint to open the season at Snetterton. The course was similar to those of previous years, starting at the pits, going via Riches up to Sear and back, but this year an extra kink was added at Sear and a chicane appeared between the pits and Riches. BTD went to Don Harris and the twin-cam DMF 2/4, although Gerry Marshall in the Shaw & Kilburn Viva GT made some very fast runs all day and was only 0.8 sec slower on his better official attempt.

At the beginning of practice the track was very damp and this caused a number of spins on the return through Riches, which tightens up a lot when taken in this direction. However, after the three practice runs it dried out, although there was the occasional flurry of snow.

The up to 900 cc saloon class went the way of M Fox (850 Mini) from J. Odell's Imp, whose first run was 2.2 secs slower than Fox's 70.3 s; on its second attempt, the Imp mounted the inside bank at Riches and flew 5 ft into the air, landing on its front suspension, which collapsed. The 1300 class was won by David Wansborough's Cooper S (66 dead), who was comfortably ahead of the rest. Marshall took the big class (up to 2-litre) with a forceful 63.3, exactly 3 secs better than second man David Reader in the twin-cam Fiat 600.

The three prod sports classes were not well supported, and indeed the 1300 section only had one runner and the 2200 section only two, although Charles Blyth (TVR 1800S) put up a respectable 67.5 to win the latter. The big class was notable for the comfortable defeat of Jack Le Fort's Ferrari 250 GTO (66.3) by Peter Jackson in the last works racing Healey 3000 made (64.4).

The smaller sports-racing/single-seater class had but one runner. With Harris taking BTD, the bigger class went to Jeremy Richardson's Ginetta-Chmax G16 (64 dead) from Peter Richardson's Ginetta-SCA G12 (68.7), while David Reader made only one rather unhappy run in the V8 Ginetta-Buick G12.

BTD: D. Harris (1.5 DMF-Ford Mk 2/4 1/c), 62.5 s.

Class winners: M. Fox (850 Mini), 70.3 s; D. Wansborough (1.3 Mini-Cooper S), 66.0 s; G. D. R. Marshall (2.0 Vauxhall Viva GT), 63.3 s; N. Reeburn (1.1 Austin-Healey Sprite), 77.2 s; C. Blyth (1.8 TVR 1800S), 67.5 s; P. Jackson (2.9 Austin-Healey 3000 Mk 3), 64.4 s; M. Seares (1.0 Lotus 7), 68.0 s; J. Richardson (2.0 Ginetta-Chmax FPF G16), 64.0 s.

Veteran award: Wansborough.

AUTOSPORT, MARCH 7, 1989



Peter Jackson gets his immaculate Healey 3000 very sideways at Snetterton's Sear Corner on his way to a class win over Jack Le Fort's Ferrari.



Tony Shaw at speed in his 3.8 E-type on his way to BTD at the BARC's sprint at Thruxton.

● Fifty or so cars turned out at Thruxton last Sunday in cold and blustery weather for the BARC South Western Centre's sprint, which was won by Tony Shaw in his Dell tune Jaguar E-type in front of a surprisingly large crowd. Among the class winners were Graham Ayres in his Janspeed 850 Mini, Andy Holloway (Imp), Vince Woodman in his Broadspeed-prepared G5 Escort GT, who won the 2-litre saloon class from Jack Davies' well-known 1293 Cooper S, and Roy Adlam in his wedge-shaped King FF car. Results:

BTD: A. Shaw (3.8 Jaguar E).
Class winners: G. Ayres (850 Mini), A. Holloway (1.0 Sunbeam Imp); V. Woodman (1.3 Ford Escort GT); P. T. Forbes (3.8 Jaguar Mk 2); K. W. Wilson (1.3 Austin-Healey Sprite); T. Smith (1.6 Crossle-Ford); R. Adlam (FF King Mk 3F).

● The Vickers Anstruth (Horn) CC are running an ACSMC championship sprint at Castle Combe on March 29, open to BRSCC SW, BARC, Singer OC, Hagley & DLCC, Bournemouth MC, Burnham-on-Sea MC, West Hants & Dorset CC and Salisbury & Shaftesbury CC. There will be 19 classes for saloons, prod sports cars, GTs and sports-racers/single-seaters and entries (£2 10s) close on the 22nd; regs from J. L. Hamilton, 3 Middle Rd, Sway, near Lymington, Hants.

The VAHCC are still short of a suitable field on which to run their autocross on Whit Monday (May 26), and are offering a good fee for the hire of a suitable 20-acre site near Bournemouth; Mr Hamilton's 'phone number is Sway 646.

● The attractive 1000 yds Devon hillclimb of Wiscombe Park is the scene of an important meeting on April 13, when the Aston Martin OC are running their Daily Mirror-supported national British Climb of the Champions event, which will very effectively preview the coming hillclimb season. The club have invited all the top 1968 hillclimbers, together with a few more really fast drivers, to compete in a special class with awards of £25, £15 and £10 for the fastest three, and judging by the drivers who have already accepted we shall be able to see most of the new cars and driver car combinations in action before the RAC championship starts. They will also be competing for the Peter Cadbury Trophy for overall BTD against saloons/sports/GTs (four classes), sports-racers (two classes), vintage and venerable (two handicap classes), other single-seaters (three classes) and historic racing cars, while there is a special class for second drivers. Entries cost £4 and must be received by April 2; regs from H. A. Wallace, 13 17 St. Paul's Churchyard, London EC4.

AMOC are also running a closed event on the Saturday (April 12) so some competitors will be able to make a weekend of it. (And they will no doubt be relieved to read in the regs that "The start will be at the foot of the hill" and "The finish will be at the top of the hill.") The organisers have certain other attractions in store and it should be a really first-class weekend for competitors and spectators alike.

Regs for the West Hants & Dorset CC's championship meeting at Wiscombe will be

club news

available shortly from Mrs Phyllis Hood, High Noon, Petersfinger, Salisbury, Wilts, the date is May 18 and it is the third RAC round.

● The BARC Yorkshire Centre run their Spring National meeting at Harewood on April 20. As usual, the event complies with the centre's speed event classes, which this year include a class for 4wd cars. Regs are now available from Miss Kathy Reynier at the club's office at 6 Sidney St, Leeds LS2 7JB, entries (£4) close on April 9. BTJ at the meeting is worth £60 and a class win £10, and it is the first round of the 1969 BARC championship.

● The 1969 RAC championship opens with the Severn Valley MC's 14th national meeting at Loton Park, regs for which are now available from G. B. Corser, 8 Swan Hill, Shrews-

bury, Salop. All the usual classes are catered for, and BTJ will yield £60 and the *Shropshire Journal* Trophy; a class win will be rewarded by £5. Entries close on April 17 and cost 4 gns.

With a national both in the south and in the north on the two weekends before Loton, all the new cars should be sorted for the SVMC's meeting and, given fine weather, the course record (set on a damp track by 1968 champion Peter Lawson) should be in for a hammering. However, the SVMC are also running a closed event on April 5, at which Geoff Rollason for one is bound to be out with his new car, the 4wd Marsh Buick, and could well set a record more difficult to beat. Mr Corser has the regs for this, too.

● Hillclimbers please note: if you cannot wait until April to try out your new toys, the Midland AC are running their race meeting

at Silverstone on March 22—on this occasion last year at least one hillclimber showed the racing men the way, and this year the MAC have established a separate award for the fastest lap achieved by a 1968 RAC hillclimb championship entrant, through the generosity of Harma Industries Ltd, who have swelled the award fund for the meeting to £200, there is also £25 for the fastest lap of the day. AMOC, BARC, BRSCC, Hagley & DLCC, M7C, MGCC, MMEC, NSCC, North Staffs MC, 750MC, Shenstone & DCC and SUNBAC are invited, and the secretary of the meeting is G. S. H. Ward, Heaton Ward Ltd, Western Rd, Birmingham 18; the entry fee is £1. £2 for any subsequent race entered) and entries close on March 10. The seven races are for prod sports cars, special GTs, FF, F.200/750F, saloons (up to and over 1 litre) and *formule libre*, and there is also a 20-mins high speed trial.



Other events

Pickering's jolly good Fellowes

THE one and only national event in their calendar, the V. T. Fellowes production car trial brought the Shenstone & DCC an entry of 100 determined mud pluggers, 60 per cent being contenders for BTRDA honours. Brian Pickering, last year's BTRDA

champion, took the top honours with a score of 119 pts, well above that of his nearest challenger, who, remarkably enough, did not come from the rear-engined brigade but was Gerry Evans in a nicely driven Morris 1300.

Needle matches were fought out within and between the classes, the positions changing radically after the lunch break, when John Sandbach seemed to be well in the running in his Austin Opal but then suffered a bad second half, the surface by then being too slimy for such narrow tyres. Results came through thick and fast throughout the day via a PA and results service supplied by Castrol, who were sponsoring the event for the first time and who also gave a hilarious film show after the event while the competitors awaited the final decision.

The venue was yet again the Toboggan Field at Weeford, Staffs, which is unhappily being fast encroached upon by the nearby gravel pit, which may have absorbed it by next year. The classes saw battles between Evans' 1300 and the bulky Morris 1800 of Newton, in the front wheel-drive category, while in the front-engined rwd category Mac Hazlewood (Morris Minor) was locked in combat with the Hobbs Sinca Montlhéry, which was surprisingly effective. Brian Symes in his beautiful HRG just managed to nose in front of Sandbach's Opal; the Singer-engined HRG started the day so clean that it seemed almost a shame to sully it with the mud, but his

165 pts gained the class, just 2 pts ahead of the old Austin, which took the club members' Shenstone Cup. Jem Wylman's similar HRG just managed to pip Mike Harrison's Sprite.

With Pickering taking the top honours in class 4, Ken Hoare gained the award, recovering after a rough first half with his regularly trialled 1500-engined Beetle, although pressed hard by McNamara's Imp but 4 pts behind.

ROBIN R.W.

V. T. Fellowes Trophy: F. B. Pickering (Singer Chumous), 119 pts.

Shenstone Cup: J. V. Sandbach (Austin Opal) 187.

Shenstone Trophy: F. A. Holmes (Mini).

Class winners: G. P. Evans (Austin 1300) 127, M. Hazlewood (Morris Minor) 161, B. Symes (HRG) 165, K. G. Hoare (VW 1500) 149.

Ladies' award: Mrs J. Rumney (Austin 1100 Traveller). Club Team: HRG Association (B. Symes, J. Wylman, C. R. Newton). Individual team: B. Symes, J. Wylman.

● This Saturday sees the fifth rounds of the BBC/TEAC and ITV *Darlington & DMC* rallycross series at Lydden Hill and Croft respectively, both starting at 1.30 pm.

An exciting prospect is that of Swedish rally ace and Ford works driver Ove Andersson in a 3-litre V6 4wd Capri; he will be at Croft driving the car previously used by Roger Clark, while Barry Lee will be in another car, possibly using automatic transmission, at Lydden Hill. So tomorrow will see the first confrontation between the Capri and the 4wd Triumph 1300 of British Leyland, for Brian Cuthbert will be behind the wheel of this car at Croft.

Entries for Lydden include the Wheldon brothers Hugh and Andrew, Tony Skelton, Brian Chatfield and Graham Craker in Cooper Ss, and Rod Chapman, Nick Whiting and Jim Wicks in Fords. Eric Clegg will be up against Colin Hargreaves, who is following in Leda's footsteps with his own BMC-powered special, Flynno Rootes Imps are entered for Colin Malkin and Jenny Nadin, while Tony Wilson will be out for the first time with his new Triumph 2.5 PI. After the meeting, drivers, organisers, marshals, scrutineers, timekeepers and hangers-on will be attending a cocktail party in Capri, when *Grand stand* producer Bryan Cowgill will be presenting the awards. TEAC are running their usual Jubmen's meeting on Sunday.

At Croft, the three drivers at present leading the championship, Peter Harper (Fraser Imp) and John Boulden and Norman Harvey (Ss), will be competing against John Rhodes' 1310 cc S-engined 1300 and John Handley's 1293 S (with 12-ins front wheels), as well as Geoff Mabbs in a Rover 3500 and Jeff Williamson with his "new" Wolseley Hornet.



Brian Pickering climbs towards BID in his Singer Chumous (left). John Sandbach and attractive passenger in their Austin Opal (right)

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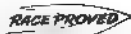
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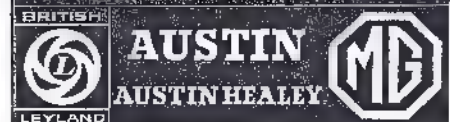
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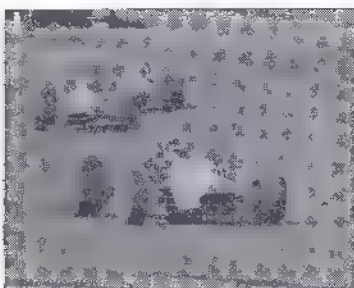
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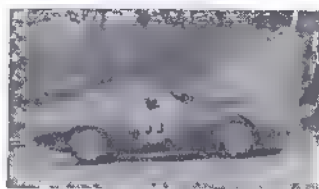
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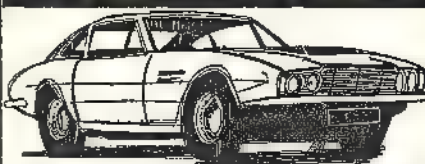
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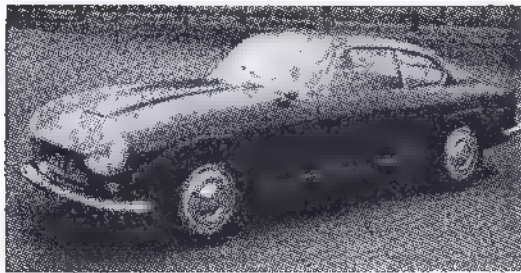
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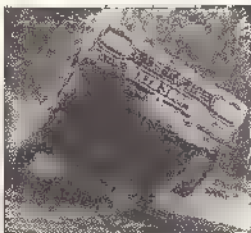
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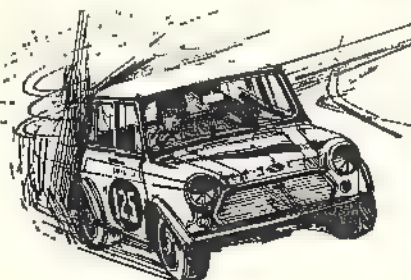
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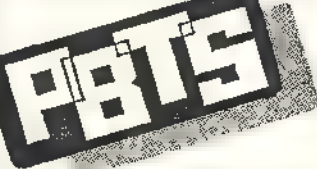
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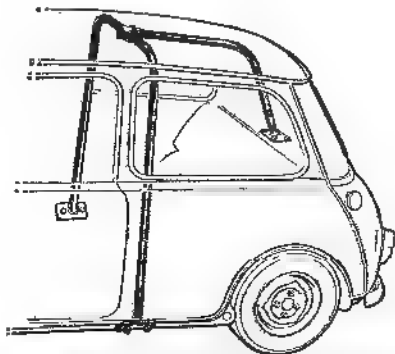
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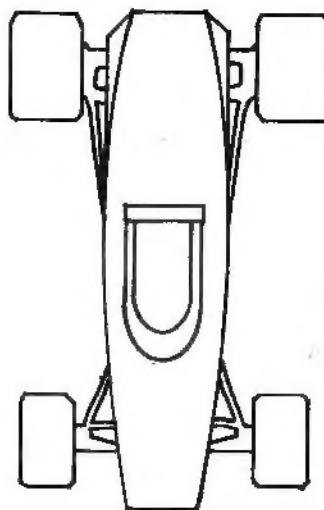
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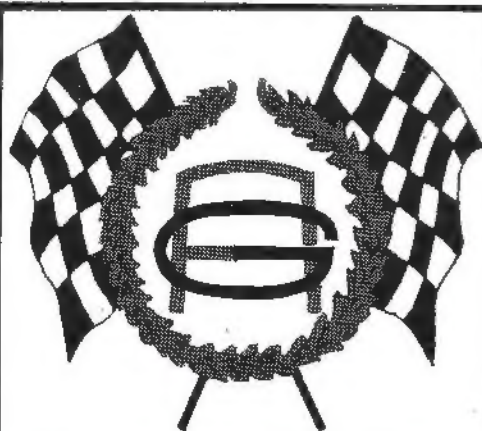
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